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Directory of the Grain Trade

In Organized Markets Only Members of the Local Grain Exchange Will Be Listed.

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Jolley Grain Co., grain merchants.
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Kelly Bros. Gr. Co., commission & brokerage.
Kelly, Edward, wholesale grain & commission.
Woodside-Smith Gr. Co., receivers & shippers.

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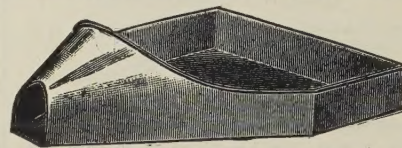
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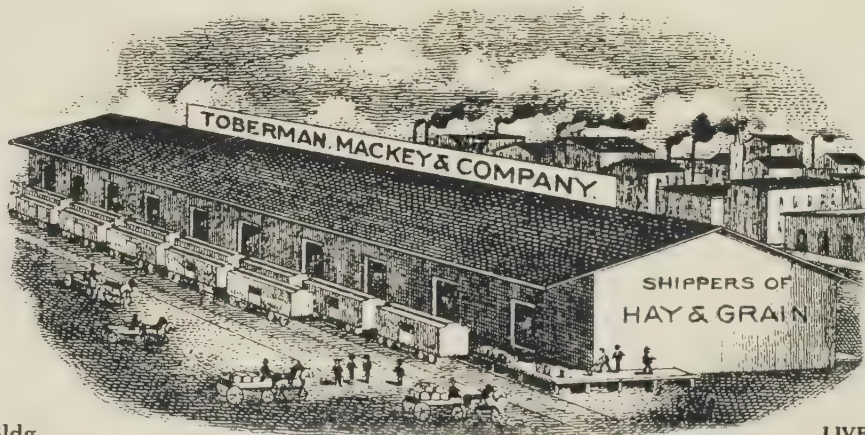


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MINNEAPOLIS DULUTH**Every Car Is a Trial Consignment**

with

FRASER-SMITH CO.**DULUTH****MINNEAPOLIS****MILWAUKEE****J. H. Riheldaffer Co.**153 Chamber of Commerce Annex
MINNEAPOLIS**Grain Commission**Careful personal attention given
to consignments.

We handle the best grades of

WHEAT, CORN, RYE, OATS,
BARLEY, FLAX and SCREENINGSt will pay you to place your order
with us. Consignments to us will
bring you best results.

Write for quotations and market information.

G. E. Gee Grain Co.

77 Chamber of Commerce, Minneapolis

It is of Mutual Benefit to
Mention The JOURNAL
when writing Advertisers**INTERNATIONAL GRAIN CO.****MINNEAPOLIS, MINN.****Receivers and Shippers of ALL KINDS OF GRAIN***Consignments Solicited***Send Samples—Barley—Oats—Flax and Low Grade Wheat for Quotations**We have induced reliable advertisers to talk to you.
If they interest you, mention that you saw it in The**Grain Dealers Journal**

RECEIVERS, SHIPPERS AND BROKERS.

McCray, Morrison & Company
Shippers of Corn and Oats
WHOLESALE GRAIN DEALERS
 When you want QUICK SERVICE, HIGH QUALITY and SATISFACTORY PRICES in this line, consult us.
 None are more able to give you this than we.
 Correspondence Solicited. **KENTLAND, INDIANA**

E. A. GRUBBS GRAIN CO.
 Greenville, Ohio

Wants Correspondence with members of the Grain Dealers National in Ohio, Indiana and Illinois. We want strictly sound winter wheat, yellow shelled corn and re-cleaned white oats.

McLane, Swift & Co.

Buyers of Wheat, Corn, Natural and Clipped Oat, Choice Rye. Write for bids. Consignments solicited. Elevator located on M. C. & Grd. Trunk.
BATTLE CREEK :: MICHIGAN

Consign your Hay and Grain to
Benedict Commission Co., Ltd.
 Receivers and Exporters
 Facilities Unsurpassed **NEW ORLEANS, LA.**

CRABBS REYNOLDS TAYLOR CO.
 GRAIN AND CLOVER SEED
CRAWFORDSVILLE INDIANA

Hughes Warehouse & Elevator Co.
NASHVILLE, TENN.
 Grain, Hay, Millfeed, Flour

LANGENBERG Hay and Grain Co.
NEW ORLEANS, LA.
 Consignments Solicited
 Branch of Langenberg Bros. & Co., St. Louis, Mo

W. F. HECK & CO.
 Will handle your consignments on regular terms, or buy outright
GRAIN, HAY, STRAW and MILL-FEED
 Car or mixed car lots
 727 Wabash Bldg. **PITTSBURGH, PA**

W. W. WILLIS, Broker
 Will handle your accounts on usual brokerage terms.
CENTRAL WEST VIRGINIA TERRITORY
 Wire me your offerings on Grain, Hay, Straw and Mill Feeds. Straight and mixed car lots.
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 "That's the Reason"
Stockbridge Elevator Co., Jackson, Mich.

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L. E. SLICK & CO.
 402-405 Livingston Bldg., **Bloomington, Ill.**
CASH GRAIN
 We Buy Grain for All Markets.
 Both Phones. Get Our Prices.

WILLIS E. SHELDEN
 Wholesale Grain
JACKSON MICHIGAN

Make 1912 a bigger and better year.
 A sure way is by consigning to
Rumsey, Moore & Co.
 Board of Trade, **Peoria, Ill.**

WE HANDLE all kinds of grain and feed; also make a specialty of off grade and sample wheat, feed barley, kaffir corn, etc.
 Correspond with us. Think it will pay you.
THE D. W. RANLET CO.
 708 Chamber of Commerce **Boston, Mass.**

Paul Kuhn & Co.
 Receivers and Shippers of
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BUCKLEY, PURSLEY & CO.
 Commission Merchants
GRAIN AND SEEDS
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GRAIN AND FEED
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 Domestic and Export
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GRAIN, HAY and FEED
CINCINNATI, OHIO

Write Us **H. J. Hasenwinkle Co.,** want your consignments for the Memphis market.

KINSEY BROS.
 GRAIN, HAY and SEED MERCHANTS
 Field Seeds a Specialty
NORTH MANCHESTER, INDIANA

IF YOU WANT
 regular country shippers to become familiar with your firm name, place your "ad" here :: ::

Clark's Double Indexed Car Register

Is a record book designed to afford ready reference to the entry or record of any car number. Facing pages 11x14 1/2 inches of heavy ledger paper are each ruled into five columns, those on the left-hand page being numbered 0, 1, 2, 3 and 4; while columns on the right-hand page are numbered 5, 6, 7, 8 and 9. Each column is ruled into three distinct divisions with the following sub-headings: "Initial," "Car No." and "Record."

The marginal index figure represents the right hand or unit figure of the number entered; and the column heading the second or tens figure. So that the required number can always be instantly found if properly entered.

ORDER FORM 40 contains 36 pages, bound in heavy canvas covers, with spaces for registering 9,000 cars. Price, \$1.50.

ORDER FORM 42 contains 68 pages, bound in art canvas covers with spaces for registering 17,000 cars. Price, \$2.50.

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The full 16 oz. Cotton
Seamless Grain Bag—
Backed by a Guarantee.

BEMIS BRO. BAG CO.

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St. Louis
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Indianapolis
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Seattle

Chicago
Omaha
San Francisco

It will pay every grain man to read this letter—

BUNYAN & EVANS

DEALERS IN

LUMBER, BUILDING MATERIAL, GRAIN AND COAL

UNION IRON WORKS,
DECATUR, ILLINOIS.

Hammond, Piatt Co., Illinois,
March 9, 1912.

"WESTERN"

Shellers,
Cleaners,
Elevating,
Conveying,
and Power
Transmitting
Machinery

Gentlemen—We have your receipt for remittance of balance due you on the Gyrating Cleaner installed a few weeks ago.

We are well pleased with the results obtained by the use of your cleaner. We have shipped out all of our poorest grain which we have been holding in elevator since January 1st, and results show above 50% of our corn grading No. 3. The moisture test barred many cars otherwise good enough for No. 3 and believe what we have on hand will largely increase the percentage of cars grading No. 3.

ON EVERY CAR CONSIGNED WE HAVE RECEIVED AS HIGH A PRICE AS OBTAINED THAT DAY IN THE MARKET SOLD IN, AND HAVE SEVERAL LETTERS COMPLIMENTING US ON THE CONDITION OF THE GRAIN AND ASSURING US THAT THE CLEANING AND PREPARATION ENABLED THEM TO GET A FANCY PRICE.

We shipped two cars of wheat since installing the cleaner, one car graded No. 1, the other No. 2. Have four cars of oats all grading No. 2 at top figures.

We have the screenings, (aside from dust and cobs) spouted to a bin constructed for the purpose, and at our leisure reclean this and save the best of it, which we sell at a low price (30c per 100 lbs.). This nets us \$1.00 on each 1000 bushels of grain cleaned. THE DEMAND FOR THIS CHEAP FEED KEEPS AHEAD OF OUR SUPPLY, AND THIS ITEM ALONE WILL, IN A FEW MONTHS, PAY FOR THE CLEANER OUT OF WHAT IS USUALLY FIGURED A PART OF THE SHRINKAGE OF CLEANING.

We have an exact record of shrinkage for several years from office to car, without cleaner, and if you care to have it, can later give you our experience as to the real cost of cleaning.

Yours very truly,

BUNYAN & EVANS. *Per Evans.*

ARE YOU SATISFIED?

Could you wish for a more convincing testimonial or proof, than this one from an owner's pen after an exacting and careful trial, that the "WESTERN" Gyrating Cleaner is the one machine every grain elevator operator should install in his elevator.

The Western Gyrating Cleaner has two distinct movements, rotary and oscillating. The

improved patented adjustable finger screens used in this cleaner are non-choakable, and are always clean and open, assuring a quick and perfect separation.

Special screens for cleaning wheat and other small grains can be easily and quickly adjusted.

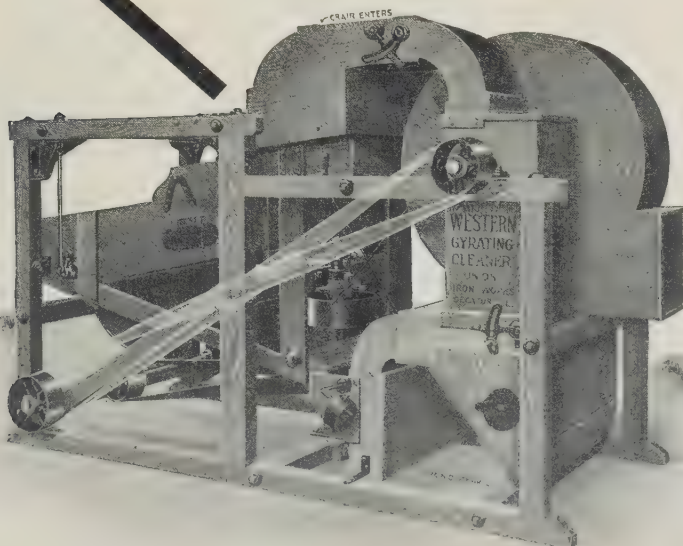
Discharge on a direct line, below where the grain enters, at a natural point for spouting into bins or cars.

Simple, strong, best material, thoroughly braced and will not rack. Less height and floor space than any other machine of equal capacity.

Greater capacity, better separation, better cleaning, better balance, less vibration, better control, greater durability, least expensive and most convenient machine to install.

Let us send catalog of the "WESTERN" Line. Write—

UNION IRON WORKS
DECATUR, ILLINOIS



GET OUR PRICES ON
GASOLINE ENGINES AND
AUTOMATIC SCALES
BEFORE BUYING.
WE WILL SAVE YOU
MONEY.

SPECIAL PRICES ON COMPLETE
ELEVATOR EQUIPMENT.

SEND US YOUR
ORDERS.

EVERYTHING
IN THE
ELEVATOR

CAN BE
HAD

FROM THE

American Supply Co.

OMAHA, NEB.

LARGEST STOCK GRAIN ELEVATOR
MACHINERY & SUPPLIES LOWEST PRICES

GASOLINE ENGINES, SCALES, CONVEYING MACHINERY ETC.

Sheave Wheels
Transmission Rope
Distributing Spouts
Indicator Stands
Spiral Steel Conveyor
Controllable Wagon
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Plain Dump Irons
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Feed Mills
Man Lifts, Etc.



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Cast Iron, Steel
Rim, Wood Split,
Friction Cutch,
LARGE STOCKS



We make and sell
all styles of Coup-
plings, including the
Roversford Com-
pression Coupling.



BIN GATES OF
ALL KINDS



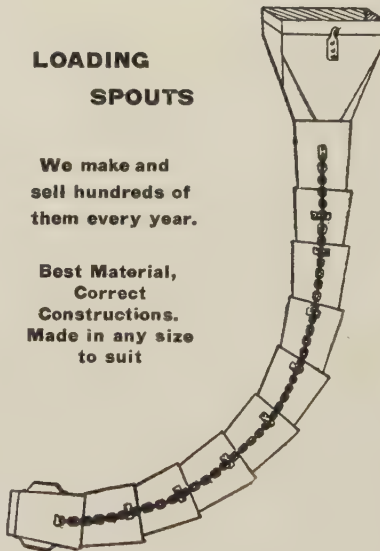
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Receiver
Joints and all
Sheet Metal
Work.

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We make and
sell hundreds of
them every year.

Best Material,
Correct
Constructions.
Made in any size
to suit



Sprocket
Chain
All
Sizes



SPROCKET
WHEELS

Plain, Split, or
with Clutches.



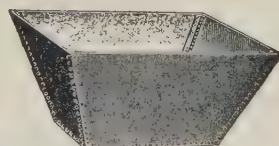
CAR MOVERS
EASY
ATLAS
SAMSON
SHELDON
SPECIAL



EMPIRE CUPS



CAST IRON BOOTS,
ADJUSTABLE,
ALL SIZES.



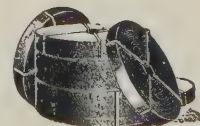
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CUP BOLTS
All Kinds.



Rubber
and
Leather
Belting



Our seamless Rubber Belting is the best for
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Rawhide and
Indian Tan
Best Quality

MACHINE CUT LACING

Ask for our Handy Net Price
Catalog.



A complete line of bearings,
Plain and Self-Oiling.



By Comparison always found to be the best. We
carry a full line Wagon, Hopper and Dump Scales.

Ask us about Corn shellers and cleaners.



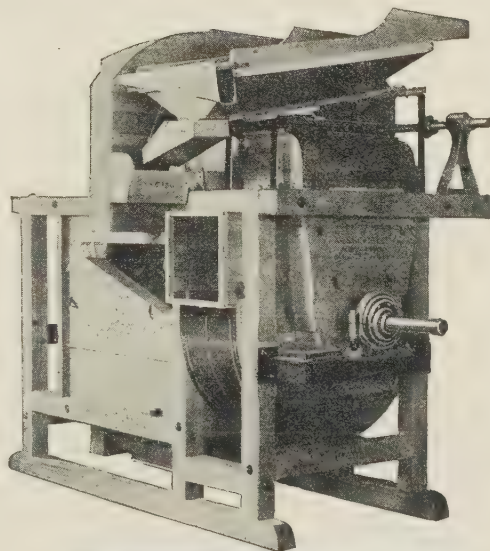
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Both the
HOWE and
CHAMPION
carried in
stock.

THE EUREKA BALL BEARING OAT CLIPPER

Patented Clipping Regulator

is a wonderful time-saver, and produces results hitherto thought impossible. The degree of clipping can be changed instantaneously without touching the beaters. One turn of a handwheel, and the Automatic Regulator does the rest.



HEAVY DUTY CONSTRUCTION

Distinctive Features:

Bearings isolated from and outside of Dust Spouts.

New Clipping Cylinder which clips without hulling.

Long, large diameter Clipping Case (with fine openings preventing waste.)

Automatic screenings Cleaning Device.

Assembled with bolts and screws—not a nail used.

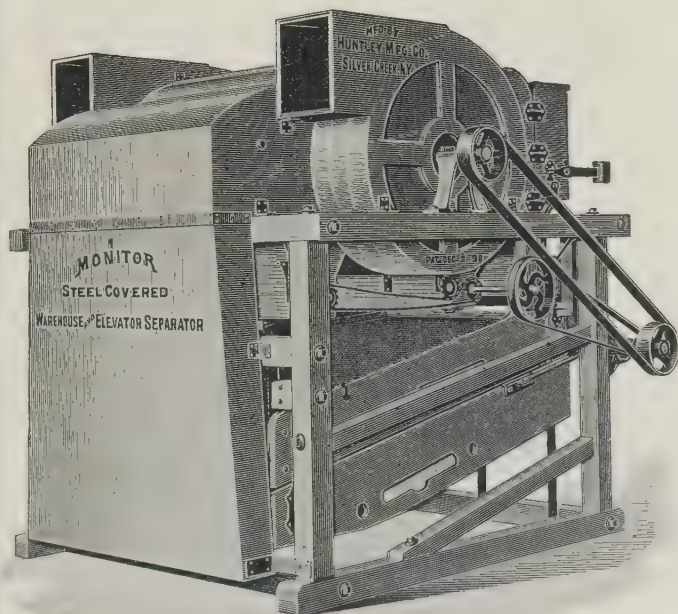


There are more "EUREKAS" in operation today than the combined output of all other builders of Oat Clippers. Catalog Free.

The S. Howes Company, Eureka Works, Silver Creek, N. Y.



"MONITOR" Fireproof Grain Cleaners



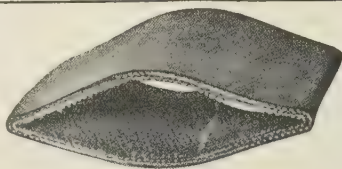
Indestructible From Any Cause

The risk of fire or the risk of destruction from hard service—these things you do not have to think of with any of our numerous styles of "MONITOR" Fire-proof Grain Cleaners. During the past ten or twelve years "MONITOR" Fire-proof Machines have gone into a majority of the best, modern, fire-proof elevators built in the United States and Canada. Clean cut improvements of pronounced character are to be found in these machines. They represent the most modern methods known for obtaining destruction-proof qualities with high cleaning efficiency. Why not read our catalog No. 45 and see what's doing in modern, fire-proof grain cleaners and oat clippers.

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Ask Us About It!



An object lesson

Take a piece of any other rubber belting, which has been in ordinary use for one year, and compare it with a piece of

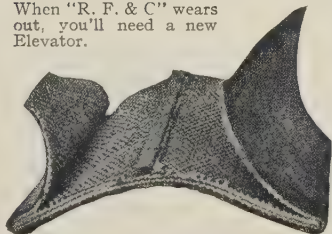
SALISBURY "R. F. & C." Solid Woven Rubber Belting

subjected to the same conditions. "R. F. & C." is not ordinary rubber belting, it has no plies, but is a solid woven belting filled and covered with rubber. When you buy "R. F. & C." you buy a belting of least stretch and greatest pliability and strength.

Let us send sample. Write

W. H. SALISBURY & CO., Inc.
Established 1855

When "R. F. & C." wears out, you'll need a new Elevator.



Manufacturers and
Distributors

High Grade Leather
and Rubber Belting,
Hose, Packings, Etc.

CHICAGO

New York Coal Company

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PRODUCERS OF

Specially Prepared Coal

"It all comes out
in the WASH"

We
wash
out
the
refuse

You
get
ALL
COAL



The
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Perfection
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Manhattan Washed Egg and Stove Coal

The Ideal Coal for Cook Stoves and for Summer Use
"In a class by itself."

Economical for both Dealer and Consumer

BOX CAR Shipments a speciality

Hand forked "KNICKERBOCKER LUMP"

50% Superior Construction

— PLUS —

50% Superior Quality

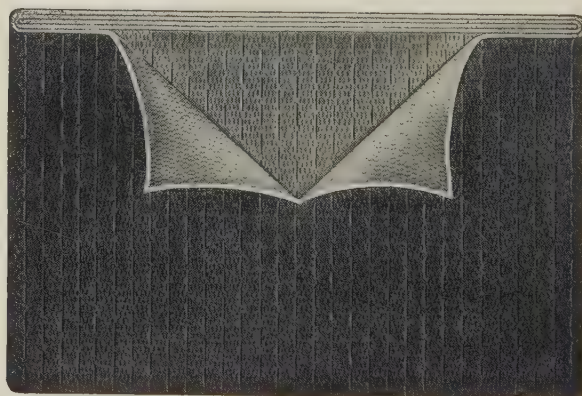
— EQUALS —

100% Superior Efficiency

That's the way it will work out if you will discard rubber belting (which deteriorates whether in or out of service) and try our

"REXALL" DOUBLE-STITCHED BELTING

A scientifically constructed belt for GRAIN ELEVATING and CONVEYING.



1. The plies cannot separate
2. The edges will not ravel
3. Bucket bolts will not pull out
4. Double the life of rubber belting

There's a good reason WHY in each case—Let us send a sample and explain before you buy.

Imperial Belting Co.

Everything in Belting

CHICAGO

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You can get
A MODERN ELEVATOR
for the asking
W. H. CRAMER, St. Paul, Nebr.

G. H. Birchard
CONTRACTOR OF **Grain Elevators.**
Especially Designed for Economy
of Operation and Maintenance
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Contractor and Builder of
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Write for plans and specifications 513 Wait Bldg., Decatur, Ill.
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Designers and Builders of
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Plans submitted. Correspondence solicited.
Offices at
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DO YOU WANT?
a modern and up-to-date
elevator? Then write to
J. A. H. Whaley, Sedalia, Mo.
"Builder of Modern Elevators"
Plans and Estimates on request.

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We are pioneers in this line and are building
tanks in the good old fashioned way. Joints
caulked and guaranteed water, weather and
bug proof. Long experience has demonstrated
the necessity of high grade workmanship to
make steel storage a success. We do it.
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Every part
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Not Costly.
Any number
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Lasts forever
For cost and
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If you will let the
CAPITAL CONSTRUCTION CO.
design and build your next Elevator,
you will be pleased for two reasons.
"Price and Quality"
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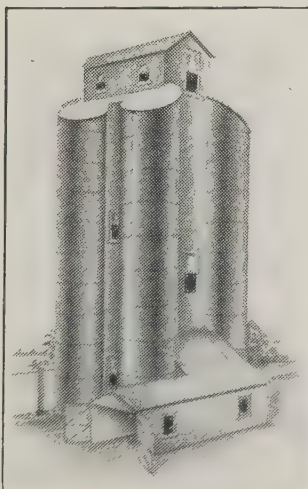
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Let us send you our list of 53 contracts executed last year. Go and inspect the one nearest to you. A completed Burrell elevator is our biggest argument.
Modern, durable and convenient, with a low operating and construction cost.
If you are going to build, repair or improve it will pay to let us know.

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Something New Portable Fire Proof ELEVATORS

And other recent and modern improvements
Patents issued and others pending.
Over 20 years' experience in designing and
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**REAL builders of
REAL elevators
YOUNG LOVE
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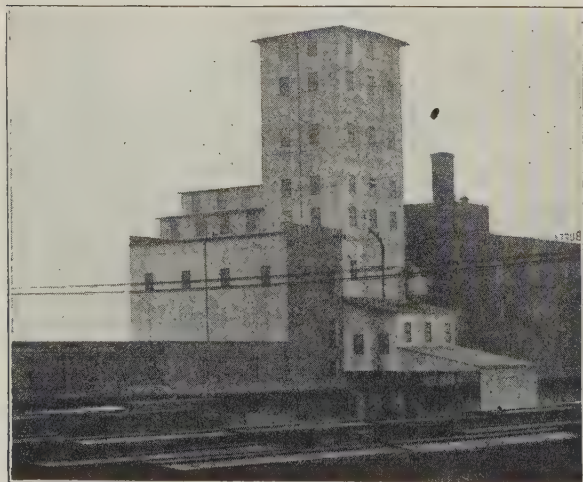
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SIOUX CITY, IOWA**
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FORM 222 C. O. So many grain shippers are experiencing difficulty in obtaining cars, many are now keeping a carbon copy of each order for cars, in order to keep an accurate record of their efforts to obtain cars, to facilitate proving delay by railroad company and to encourage railroad agents to heed shippers' needs. Car order blanks are put up in books of fifty, with machine perforations, so that order can be torn out and sent to carrier's agent and carbon copy be retained in book. Fifty orders and 50 duplicates in each book. **Price, 50cts.**

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255 La Salle Street Chicago, Ill.

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Mill and Warehouse, built in 1910 for
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**Fireproof Construction Elevators, Mills and
Warehouses. We prepare plans and make
lump-sum price for the complete work.**

MONARCH ENGINEERING CO.

Chamber of Commerce

BUFFALO, N. Y.

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Have You One That Needs Remodeling?

or

One That Needs Additional Machinery?

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We can save you money in building
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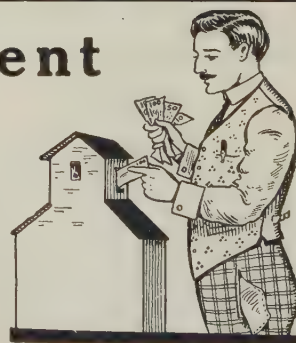
GRAIN DEALERS JOURNAL, CHICAGO, ILL.

Every Cent

invested in a

**Reliance
Elevator**

**is assured of a satis-
factory dividend for
the investor.**



It is poor business policy to invest an
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where the grain business will but warrant
one of more moderate price.

It is also poor business ethics to be
miserly in expense and have a poor
barn where the grain business will de-
mand a first-class plant.

**A RELIANCE ELEVATOR FITS YOUR
NEEDS.** Plans and estimates are drawn
up in proportion to your business, and
every cent invested in construction cost
will be realized on.

"Rely on the Reliance"

Investigate our reputation, inspect our
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Warehouses Seed Houses
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Elevator Builder

Minneapolis

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A North Dakotagrain company had us build this 30,000 bushel steel elevator for them after they had had several disastrous fires.

It paid them to do it. It will pay you to investigate our facilities for building steel elevators like this one. We know the business.

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for ELEVATORS
FIREPROOF STORAGE

Minneapolis, . . . Minn.

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Plans and Specifications a Specialty.
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Mutual Life Bldg., BUFFALO, N. Y.

Builds Steel and Concrete Elevators

Write Us for Catalogue

A LONG LINE OF LEADERS

and everyone a satisfactory success. Yours will be if built by

GEO. A. SATHOFF, Elevator Builder
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DESIGNERS AND BUILDERS OF
GRAIN ELEVATORS

Monadnock Bldg., CHICAGO, ILL.

GRAIN ELEVATOR

Designing and Construction
Made a Specialty

Witherspoon-Englar Co. Monadnock Bldg.
CHICAGO



St. Lawrence Flour Mills Co., Limited.
Montreal, Quebec

This very complete plant recently constructed by

The Barnett & Record Company

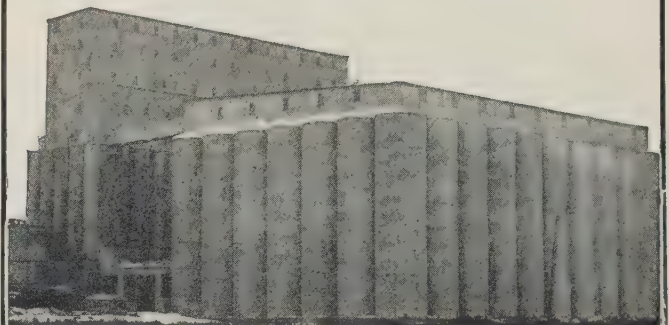
Minneapolis	-	Minnesota
Fort William	-	Ontario
Duluth	-	Minnesota

Write us for designs and estimates.

JAMES STEWART & CO.

CONTRACTORS

Designers and Builders of **GRAIN ELEVATORS** In All Parts of the World



Grand Trunk Pacific Elevator at Fort William, Ontario.
Capacity 3,500,000 Bushels.

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W. R. SINKS, Manager

R. H. FOLWELL, Engineer

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Canadian Stewart Co., Ltd., Montreal

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GRAIN FEEDERS CAR LOADERS
OVERHEAD DUMPS MAN LIFTS
for continued satisfaction
PEERLESS FEEDER CO.
RHINEHART SMITH, Mfg.
SIDNEY, OHIO
OHIO REPT. FOR UNION IRON WORKS

BOWSHER

(Sold with or without Elevator)

CRUSH ear corn (with or without shucks) and GRIND all kinds of small grain. Have Conical-Shape Grinders. Different from all others.

LIGHTEST RUNNING

(Our circular tells why)

Handy to Operate. Ten sizes 2 to 25 Horsepower.

Peculiarly suited for use with Gasoline Engines

The N. P. Bowsher Co.
South Bend : : Indiana

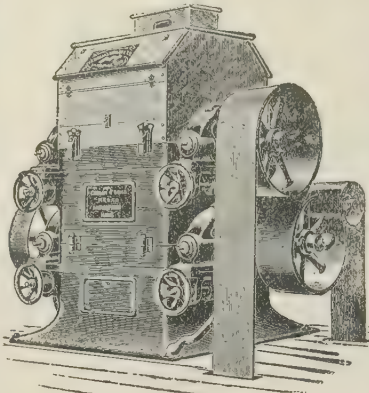
FEED MILLS

TONS to Dollars and Cents

Designed primarily for the use of Coal and Hay Dealers. This book of tables shows at a glance the cost of any number of pounds of coal or hay at any price per ton from \$1.00, \$1.25, \$1.75, \$2.00 and so on to \$14.00. It is especially adapted for retailers. It is well printed on good paper, and bound in cloth. It has a marginal index. Size of book 4 1/2 x 8 1/2 inches, 110 pages.

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GRAIN DEALERS JOURNAL
La Salle St. - Chicago, Ill.



THE EHRSAM

Big Capacity Corn and Feed Mill

Is the best and biggest paying investment every grain man can make.

The EHRSAM Two and Three-High Mill is made of the finest materials for strength and durability. Frame is all cast iron—and most convenient arrangement for ease and speed in removing rolls.

GRINDS Coarse or fine meal, barley, graham flour, linseed meal, corn chop, etc.

You know of the results and profits derived through the operation of a feed mill in connection with your elevator. Now let us tell you about the benefits obtained through use of the EHRSAM. Write.

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"Send us your rolls."

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TWO-PAIR HIGH

FEED MILL

The value of the feed mill depends not entirely upon what it is capable of producing but partly upon its cost of up-keep.

The cost of up-keep of the Wolf Two-Pair High Feed Mill is of little consequence.

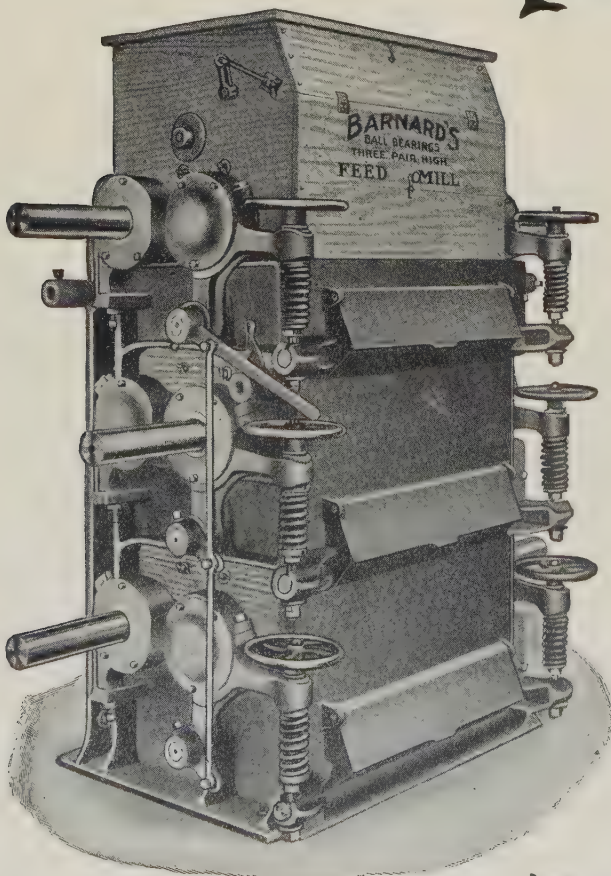
The ball bearing roll journals require but little lubrication and almost entirely abolish friction.

Once the feeder is properly adjusted, it automatically governs the flow of stock.

The feed mill that dispenses with trouble and does away with worry.

Ask for full particulars.

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The bearings in Barnard's Ball Bearing Feed Mills are practically frictionless and as it is friction that causes wear they should last indefinitely. They also require about one-half the power required by ordinary bearings.



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These mills cannot be equalled for fine grinding and efficient work.

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MILL BUILDERS AND
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INCORPORATED

Rooms 57-8, 39 West Adams Street

Tel. Harrison 8319

CHICAGO June 25, 1912.

To The Grain Trade.

Gentlemen: Owing to the great increase in our grain business, we have established a department for the handling of grain claims under special management, experienced in terminal and traffic conditions affecting grain shipments.

Our facilities for handling grain claims are complete, and we can secure for you, prompt settlement of any legal claim for loss, damage or freight overcharge.

An elaborate investigation recently completed by this company in Western territory, disclosed evidence of vast sums due grain shippers, covering the past five years. We would like an opportunity to check up your business with common carriers, there being no expense to you, unless we can effect payment of claims.

The methods of this company are clean, square and above board and will bear the closest scrutiny. Send us your card and we will mail you a proposition which you can examine at your leisure. No matter how large or small your business, we want it.

Sincerely yours,

THE AMERICAN FREIGHT AUDIT & STORAGE CO.

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You Get a Quadruple Guarantee with

J-M ASBESTOS ROOFING

It is guaranteed, by its *all-mineral* (Asbestos and Trinidad Lake Asphalt) construction, to be fire-proof, unaffected by gases, acid fumes, salt air, heat or cold, and to never need coating, gravel or other protection.

It is guaranteed, by the wonderful insulating quality of the Asbestos, to make buildings cooler in Summer and warmer in Winter.

It is guaranteed, by its record of over a quarter-century of wear on buildings in all parts of the country, without coating, to *cost less per year of service* than any other roofing.

And it is guaranteed to give entire satisfaction by our half-century of experience in the manufacture of roofings and our reputation to never break a promise or shirk an honorable obligation.

J-M Asbestos Roofing is suitable for any kind of building, anywhere. If your dealer doesn't sell it, send your order to our nearest branch.

Write for illustrated Catalog No. 303, and we'll also send you a piece of the curious Asbestos rock from which we make this roofing, theatre curtains, etc.



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Manufacturers of
Asbestos and Magnesia
Products

ASBESTOS

Asbestos Roofings,
Packings, Electrical Supplies, Etc

Albany	Chicago	Detroit	Louisville	New York	San Francisco
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Boston	Cleveland	Kansas City	Minneapolis	Philadelphia	St. Louis
Buffalo	Dallas	Los Angeles	New Orleans	Pittsburgh	Syracuse

1614

THE NO. 39 CLIPPER

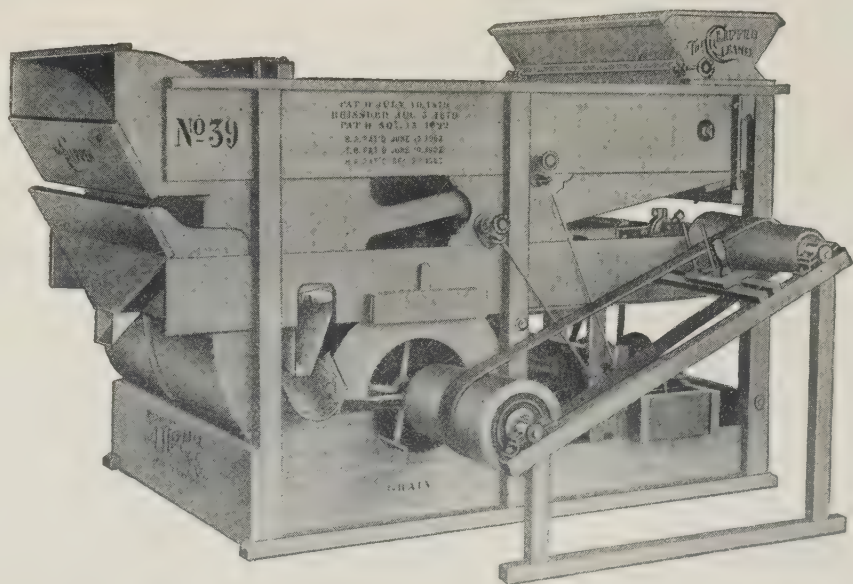
Cleaner with Traveling brushes and special air controller is one of our most popular and best selling grain and seed cleaners.

The "CLIPPER" excels all others in the minimum of power required, construction and durability, class of work it will do, small amount of attention and its adaptability to the work required.

A "CLIPPER" will clean all kinds of grain, seeds, beans or peas equal to any special cleaner designed especially for one kind of work.

We have placed this machine in a large number of elevators all over the country, and never yet has one of them failed to give satisfaction. If you are looking for something good, this Cleaner will suit you.

Let us Send Catalogue.

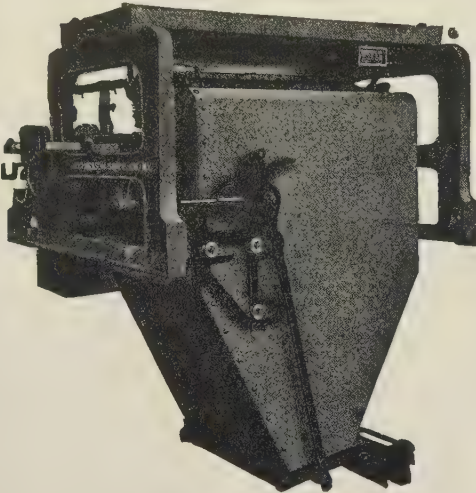


A. T. FERRELL & CO., SAGINAW, W. S., MICH.

IF you are *Not* absolutely satisfied you get all that's coming to you—

If you are *Not* free from annoying disputes over weights—

If you are *Not* dead sure your present scale is infallible, but think that it is liable to err at times and cause you to lose money,



Then Install A
RICHARDSON
Automatic Scale

and solve all your troubles.

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209 SO. STATE ST., CHICAGO.

Park Row Bldg. 413 Third St. So.,
New York. Minneapolis

Box 876,
Kansas City, Mo.

Box 305,
Omaha, Neb.

\$10.00 PRIZE CONTEST

Speed, and at the same time absolute safety.

ABSOLUTE PROOF

I, E. A. Stauffenberg, Mgr., being duly sworn, deposes and says: That E. E. Morris is employed as our elevator operator, and did alone operate The Challenge Wagon Dump Stop and Brake and in my presence dumped 5 loads of shell corn, and said 5 loads contained 302 bushels and 48 pounds. And this affiant further states, that the dumping of said 5 loads of corn, was performed in such a manner that it was perfectly safe and satisfactory to any one concerned, And that the loaded wagons on the dump descended with ease and safety, and fully under the operator's control, and there was no sudden drop when said dump with wagon so descended. That the time consumed from the first load entered the dump until the fifth load was dumped and passed of said dump, was 2 min. and 28 sec.

E. A. Stauffenberg, Mgr.
Subscribed and sworn to before me, a Notary Public, this 29th day of June, A. D. 1912.

(Seal.) Peter Shutts, Notary Public.
Joliet, Ill., June 29, 1912.

Challenge Mfg., Co., Seneca, Ill.

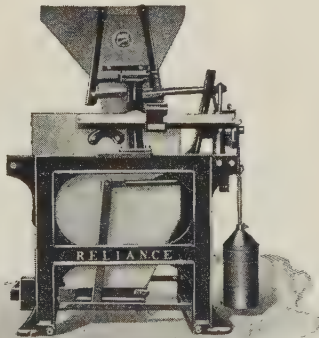
Gents: We enclose your sworn statement from our E. E. Morris in competing for your prize. The dump is working fine and everybody likes it. We consider we have a quick and safe dump in all respects and can recommend it. It is one of the best devices we have used. We hope Mr. Morris will be successful. Advise us when you have all statements in.

Yours truly, Truby Grain Co.
Patrick Heany of J. H. Carlin, Utica, Ill., made the same operation in 2 min. 31 sec.

Discard the chain and cog gearing and other automatic devices, and

Install the Challenge Wagon Dump Stop and Brake.

The Challenge Mfg. Co. Seneca, Ill.



IF we used a hundred more parts on the RELIANCE Automatic Scale it would be no better than it is. In fact, it would not be as good and we would have to charge more for it.

SIMPLICITY means a great deal in the manufacture as well as in the operation of an Automatic Scale.

There is a twenty-five year's experience behind the RELIANCE and no little detail has been overlooked.

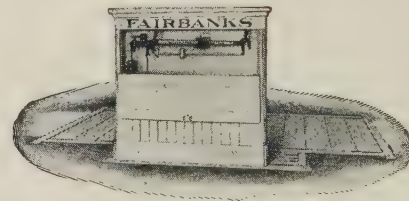
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Write for Catalogue.

National Automatic Scale Co.
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Power Equipment Co.,
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Orr-Newell Co.
Cedar Rapids, Iowa,
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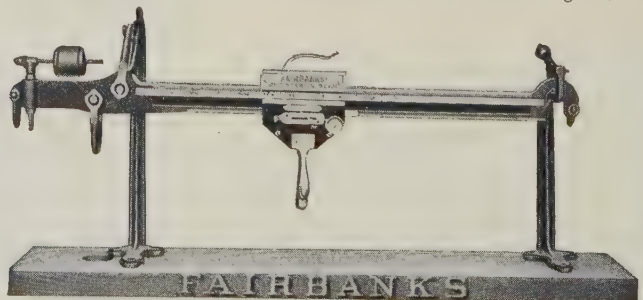


Fairbanks Wagon Scales

Equipped With

Fairbanks Type Registering Beams

render you a Manifold Record of Weights. Accurate, Durable, they offer many advantages to the buyers and sellers of grain.



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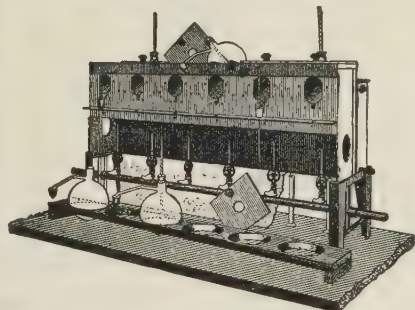
Fairbanks, Morse & Co. Wabash Ave. and Eldridge Place,
CHICAGO, ILL.

SET OF BOOKS for Grain Dealers

Form 380 Record of Wagon Loads Bought } PRICE, \$3.00
Form 385 Record of Car Loads Shipped }

GRAIN DEALERS JOURNAL, 315 So. La Salle St., Chicago

Keep Cool



Instead of using gas, petroleum or alcohol to generate heat, place an electric heater in your

Brown & Duvel Moisture Tester

These units are easy to install—any electrician can do it, simple to operate, inexpensive to maintain.

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Coast Agent: Seth J. Griffin Co., 9 Produce Exchange Building, Los Angeles, Cal.

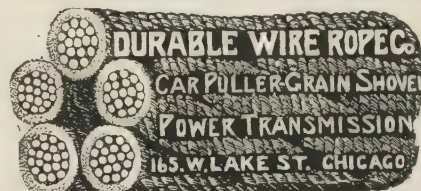
Cover's Dust Protector

Rubber Protector, \$2.00

Send postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

H. S. COVER

124 Perley St., SOUTH BEND, IND.



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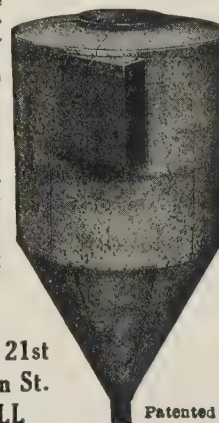
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Cyclone Dust Collectors, Automatic Furnace Feeders, Steel Plate Exhaust Fans, Exhaust and Blow Piping.

Complete systems designed, manufactured, installed and guaranteed. Old systems remodeled on modern lines on most economical plans. Supplementary systems added where present systems are outgrown. Defective systems corrected and put in proper working order.

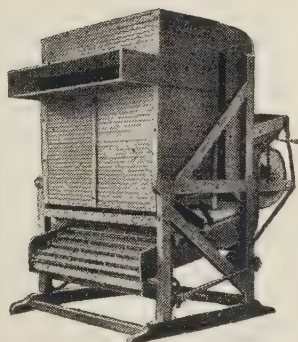
High and Low Speed Systems

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Patented

THE NEW PROCESS GRAIN CLEANER AND SEPARATOR



WILL CLEAN any Mixture of Grain down to almost perfect grade. Will maintain gross weights. **Nothing is Wasted.** Screenings from 60,000 bu. pays for one.

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MERRIAM PARK (ST. PAUL) MINNESOTA

The Most Economical Method of Handling Grain

And to convey over long distances or elevate to any height, where ordinary conveyors are impractical, is by : : : : :

AIR

The Pneumatic Conveyor

Will handle, either by suction or pressure—as the case may be—from 20 to 400 tons per hour in the simplest and most economical way.

NO DUST

No Machinery to Break Down.

NO REPAIRS

The least help required.
Low Cost of Installation and Operation.

Suction Unloaders for Cars and Boats

In use in the largest grain shipping ports in Europe for nearly 30 years.

We have 25 years' experience, and are ready to furnish plans and estimates to meet any conditions.

Pneumatic Conveyor Company

INCORPORATED

340 OLD COLONY BUILDING
CHICAGO

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This book is designed to facilitate the making of Claims against railroads and keeping a complete record of them. There are four forms arranged so a carbon copy can be kept of each claim, as follows:

Form A—Loss of weight in transit.

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This book will save its price many times over by economizing time and labor, and insuring an accurate and complete record.

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PRICE \$1.25.

Grain Dealers Journal,

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An Evolution In Dust Collecting Economy

The "OLD CYCLONE" served its purpose as an important factor in Dust Collector Evolution



The Problem was to Eliminate the Loss of Half the Power, or Volume of Air Current.

The New "1905" Cyclone Dust Collector

Saves That Loss

The Knickerbocker Co.
JACKSON, MICH.

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MILWAUKEE BAG COMPANY

CAR-LINING BURLAP

To prevent leakage of grain, line cars with "Milwaukee Burlap"—it will save you dollars and trouble. Write for prices and samples.

MILWAUKEE BAG CO., Milwaukee, Wis.



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FULFILLS ALL CLAIMS

with all kinds and conditions of grain

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Bishop, Ill., 4-16-12.

Gentlemen:—Enclosed find draft in full for the Boss Car Loader. I have thoroughly tried it in all kinds and conditions of grain and it does all you claim for it. Yours truly,

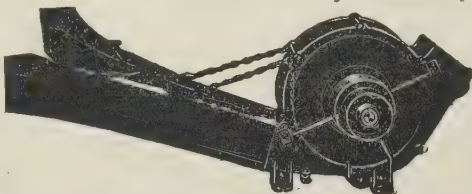
John H. Bishop.

The Boss Car Loader

is compact, durable, practical and satisfactory in operation and installation cost. Grain is not stopped and then blown out but retains its original momentum with added force. Let us send a "Boss" on approval. Write

MAROA MFG. COMPANY

Dept. 3. MAROA, ILL.



If you are really anxious to learn the true merits and economical service of a

Combined Grain Cleaner and Pneumatic Car Loader

become acquainted with any user. We will gladly send list.

Why you should install the MATTOON—

It is impossible for it to mill or crack the grain.

It will fill largest cars to full capacity, without any labor in the car.

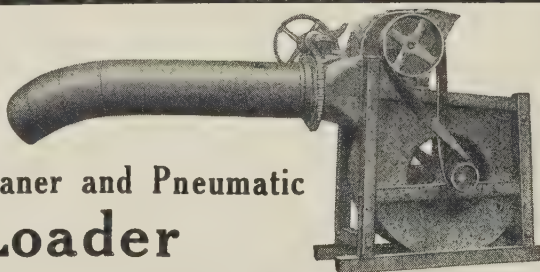
Strong and durable, automatic in action, and requires no attention after starting.

Constant moving of pneumatic tube as it loads the grain prevents dust from gathering in center of car. Cools and dries the grain as it passes through the air.

WRITE FOR LIST AND CIRCULARS

MATTOON GRAIN CONVEYER CO., Mattoon, Ill.

"Loads Grain, Malt or Sand"



Did It Ever Occur to You

that the best way to get what you want, and get it promptly, is to send your orders to people who have had experience in the business, and who carry a stock of goods always ready for quick shipment? We have been in the Elevator and Mill Furnishing business over twenty-five years and feel that we know something about it.

We carry in stock a complete line of supplies, including Testing Sieves, Transmission Rope, Belting, Steel Split Pulleys in sizes up to 54 inch, Elevator Buckets, Conveyor Chain Belting, Sprockets, Lace Leather, Scoops, Shafting, Collars, Bearings, etc., etc. Send us your orders. We will satisfy you.

The Strong-Scott Mfg. Co.

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Northwestern Agents for

Richardson Automatic Scales

Invincible Cleaners

Knickerbocker Dust Collectors

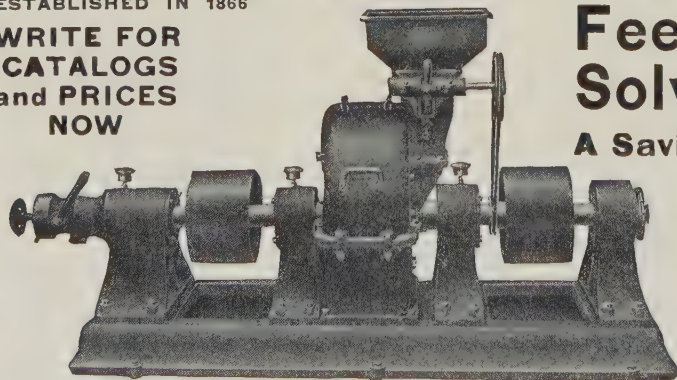
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"Monarch" Ball Bearing

ESTABLISHED IN 1866

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"Monarch" Ball Bearing Belt Driven Attrition Mill

We manufacture the Largest, Most Improved, and Most Complete Line of Machinery for Flour and Feed Mills, Grain Elevators, etc., in the World.

Feed Grinders will always Solve All Your Troubles.

A Saving of from 35% to 60% in Power.

Don't Forget!

ELECTRICALLY

Direct connected motor driven Ball Bearing Feed Grinders and Corn Crackers **Our Specialty**

You cannot afford to operate your plant without one of these "Monarch" mills, because of the large amount of power saved or the tremendous increase in capacity that you will obtain with present power. Guaranteed to never get out of tram. **TRY ONE OF THEM NOW**

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SALT LAKE CITY, UTAH

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THE MILL BUILDERS, P. O. BOX 260

Corn and Oat Tables —ON CARDS—

Clark's Tables for wagon loads reduce any number of pounds of shelled corn, rye, flaxseed, ear corn and oats up to 4,090 pounds to bushels of 56, 70, 72, 75, 80 and 32, 33 and 35 pounds. Printed in two colors on heavy bristol board. Can be hung up beside scale beam for use by weighman. Price, delivered 50 cts.

Grain Dealers Journal

255 La Salle St.

Chicago, Ill.

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HAND ELEVATORS
POWER ELEVATORS
DUMBWAITERS
INVALID HOISTS
BOX HOISTS, ETC.

Write for prices when needing anything in our line

Sidney Elevator Mfg. Co., Sidney, Ohio

Mention this paper.

Double Safety Man-Lift

All steel
Same Price
Weights Less
More Durable

Send us specifications for your entire wants for elevator supplies and equipment. We make them, and they are all as modern as our steel Man-Lift.

BURRELL MFG. CO.
BRADLEY, ILL.



NO POWER
NO EXPENSE

to operate this

MAN-LIFT

Only a slight pull on the soft, strong hand-rope necessary to start the car after stepping on foot lever. Ball bearings assure easy running.

Springs are of the best steel and of sufficient size to be durable and do the work satisfactorily.

Safety catch prevents car from falling in case of accident to rope.

Send us your specifications for elevator supplies and equipment. Our prices are right.

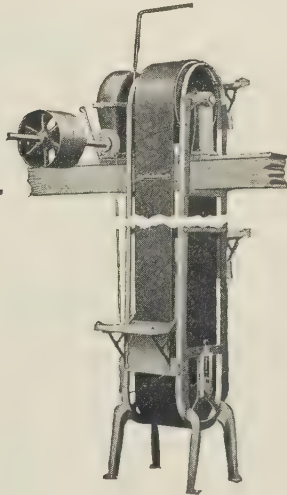
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115-17 W. 7th Street, KANSAS CITY, MO.



Going Up

or Coming
Down



You or your employes are constantly going from one floor to another. The stairway is inconvenient and wears you out needlessly.

The Nordyke & Marmon Co. EMPLOYEE'S ELEVATOR

quickness and makes easy your goings and comings. It enables you or your men to give closer personal attention to your work. This means much to you.

The N. & M. Co. Employee's elevator frame is strongly built of steel and iron. An endless belt with steel framed platforms, runs continuously from one floor to another. This elevator is made up in strong steel sections. It is equipped with wide faced pulleys, easily oiled. These pulleys are located on strong steel mandrels.

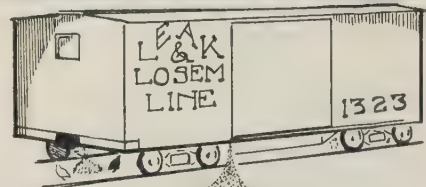
This elevator is built in sizes to suit your needs. Write for description and prices.

Nordyke & Marmon Company

AMERICA'S LEADING MILL BUILDERS

1833 W. Morris Street,

Indianapolis, Indiana.



Is this your grain?

It May Be

But these losses can be prevented with

Kennedy Car Liners

Made by

FRED W. KENNEDY

Shelbyville, Ind.

Any Weight

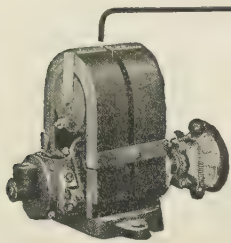
of grain up to 100,000 pounds is reduced to bushels by Clark's Decimal Grain Values, which also shows the value of any number of pounds in dollars and cents. Price \$5.00.

GRAIN DEALERS JOURNAL

La Salle Street

CHICAGO - ILLINOIS

Judicious Advertising as Irresistible as Niagara
The Journal Continuously Demonstrates It



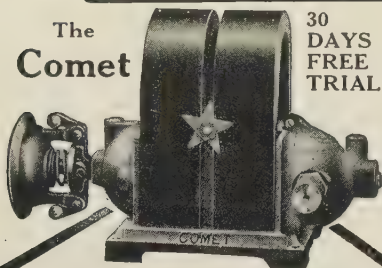
A "Wizard" Magneto

Saves Continuous battery replacing expense.
Saves time, worry and costly break-downs.
Never-varying power saves the elevator.
There is but one cost to the "Wizard"—the first.

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Hercules Electric Company
Indianapolis, Ind.

The
Comet



30
DAYS
FREE
TRIAL

Don't figure the first cost

—OF—

The Comet

Figure the money saved in the end

Experience with Magnetos has proved their superiority over batteries or dynamos, and experience with the Comet will prove it to be the simplest, most compact, and most powerful magneto made.

For Make & Break Spark \$10—For 1 or 2 cyl., jump \$11
WRITE FOR CATALOG

HENRICKS NOVELTY CO.
1243 St. Paul St., Indianapolis, Ind.

CERTIFICATE OF WEIGHT

FORM 88 is designed for making a certified statement of the weight of a car of grain and the condition of the car. It has spaces for Date, Car No., Initial, Date Loaded, Number of Pounds, Kind of Grain, Seal Record, Firm Name, and Weigher.

These forms are duplicating and are check bound, 75 originals and 75 duplicates in each book. The original forms are printed on bond paper and are machine perforated so that they will tear out readily. The duplicates remain in the book as permanent record. The certificates are numbered in duplicate. Size 8½x4½ inches. Price with four sheets of carbon paper, 75 cents.

GRAIN DEALERS JOURNAL
315 S. La Salle St., CHICAGO, ILL.

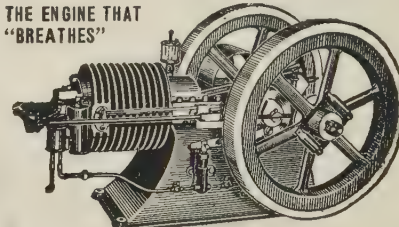
New—Near-New
Rebuilt and
2nd Hand
Gas Engines

of our own
make, thor-
oughly guar-
anteed—8 to 50
H. P. Let us
know your re-
quirements and
we can, no
doubt, fit you
out with just
what you want.



The New Era Gas Engine Co.
86 Jefferson Avenue, PORTSMOUTH, OHIO

THE ENGINE THAT
"BREATHES"

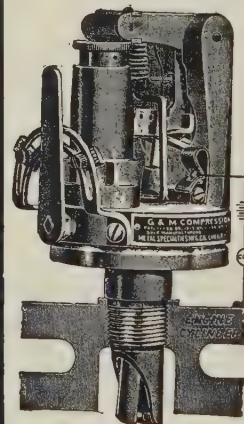


Sizes 1½ to 12 H. P.

Just the engine for the elevator or shop. No Water Tanks, Hoppers or Fan Complications to bother with. The Gade pays for itself by cutting your fuel bill one-third. Investigate the efficient and economic GADE before you purchase an engine. 5 year guarantee. Write for catalog and descriptive matter.
GADE BROS. MFG. CO. 110 Main St. Iowa Falls, Iowa

G. & M. Compression Igniter

**A Revelation In Gas
Engine Ignition**



This igniter is suitable for all types of internal combustion engines. It may be screwed in in place of your jump spark, hot tube, or mechanical make and break igniter.

**We can save you
MONEY, TIME
AND TROUBLE**

A. H. McDonald, the gas engine man, Chicago, wrote us as follows:

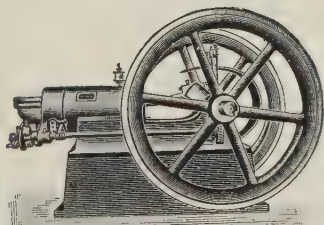
"I have handled and sold the G. & M. Compression Igniter during the past three years and have installed them on a great many engines, some of which were cases where nearly every other form of ignition had been tried and proven more or less of a failure. I take pleasure in stating that your Igniter has given perfect satisfaction. I find by using this Igniter that the difficulties and troubles of other forms of ignition have been overcome and that it has solved the problem of quickly equipping any engine with a hammer make and break type of ignition. It is simple in form, easily applied and thoroughly reliable."

If your dealer does not handle this, kindly send us his name and write direct to sole manufacturers

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Of the Protected "Ball Bearing" kind, that weighs correctly and wears Everlastingly.

Sonander Automatic Scales

Witte Gasoline Engines - Hall's Safes and Vault Fronts
ELEVATOR MACHINERY AND SUPPLIES

WRITE FOR CATALOG "E"

HOWE SCALE CO. OF ILL. 418-420 SOUTH THIRD STREET
MINNEAPOLIS, MINN.

DIRECT REDUCTION TABLES

for

**Wheat, Buckwheat,
Barley and Timothy**

reduce any weight of wheat from 100 to 5090 pounds by ten-pound breaks direct to bushels of 60 lbs.; 60 lbs. with 1 lb. dockage; 60 lbs. with 2 lbs. dockage; 60 lbs. with 3 lbs. dockage; 60 lbs. with 5 lbs. dockage; Timothy Seed, 45 lbs.; Barley, Hungarian Grass Seed and Corn Meal, 48 lbs.; Barley, 50 lbs. and Buckwheat, 52 lbs.

Nine tables, printed from large type on card board, size 10½x11½ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 cents.

GRAIN DEALERS JOURNAL

315 S. La Salle Street

CHICAGO, ILL.

Direct Reduction Tables for Corn and Oats

Reduce any weight of corn from 100 to 5090 pounds, by ten-pound breaks, direct to bushels of 56 lbs.; 56, with one pound dockage for dirt; 68, 70, 72, 75 and 80 lbs. The 56-lb table may also be used for reducing rye and flaxseed to bushels. Oats are reduced to bushels of 32, 33 and 35 pounds.

Ten tables printed from large type on card board, size 10½x11½ inches, and the equivalent in bushels of each weight is shown beside it, so it is impossible to get the wrong reduction. Price, 50 Cents.

Grain Dealers Journal

315 S. La Salle Street

CHICAGO, ILL.

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Can find no present more acceptable to the progressive grain dealer than a paid up subscription to the Grain Dealers Journal.

The Money-Making "MUNCIE"

THE real oil engine

We say "money-making" because it is a continuous money-saver to the power user. Oil engines are recognized as the cheapest and most satisfactory power known, and the MUNCIE has been accepted as the Standard Oil engine, because—

It operates on Fuel, Crude, Solar, and Gas Oils, and Kerosene, Naphtha and Distillate.

No batteries, magnetos or dynamos.

Fewest working parts of any engine.

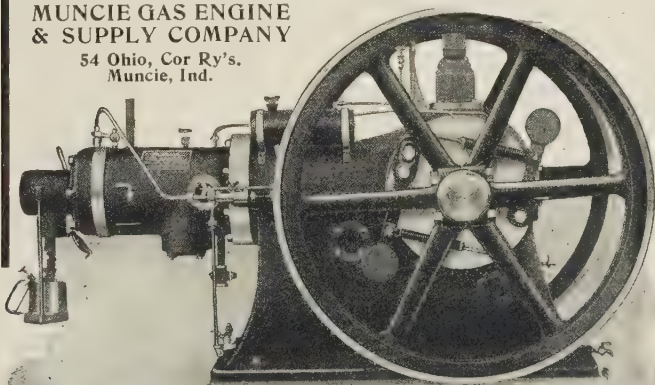
Built for hardest service.

Simple, durable, efficient and economical.

It's the engine for YOU. Write for catalog.

**MUNCIE GAS ENGINE
& SUPPLY COMPANY**

54 Ohio, Cor Ry's.
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EDISON BSCON

PRIMARY BATTERY

The Standard Closed Circuit Cell

Electricity is required in many places where power current is either undesirable or not available, but where uniform voltage and reliability are essential.

Edison Primary Battery is particularly suitable for all such cases—each cell is absolutely uniform and will maintain its voltage until the elements are entirely consumed.

Write us about your needs.

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The Cheapest Form of Battery Energy

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Operate Your Elevator With An Otto

OTTO ENGINES are used by the leading elevator companies in every state. They have proven to be dependable and exceedingly economical in fuel consumption and cost of repairs. Hence Otto engines are the cheapest. Do not experiment when you can quickly obtain the standard in the elevator field—The Otto. The size you are going to need is carried in stock at Chicago, Kansas City and St. Paul, ready for prompt shipment. All duplicate parts are also at hand at each warehouse.

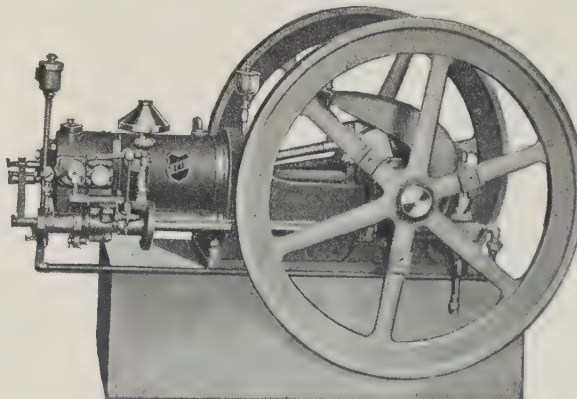
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OFFICE OR NEAREST BRANCH



The Otto Gas Engine Works
3217 Walnut St., PHILADELPHIA, PA.

Branches at:
5-17 S. Clinton St., CHICAGO, ILL.
1205 Union Avenue, KANSAS CITY, MO.

General Sales Agency with
ROBINSON, CARY & SANDS CO.
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Be Sure The Contract Specifies Gerber Improved Distributing Spouts

and if you are doing the work, be sure to install the
Gerber System

Gerber Spouting assures dependable satisfaction—prevents mixing of grain and is more durable and stronger than any other spouting manufactured.

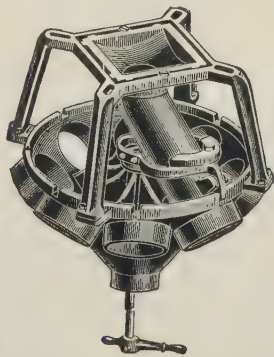
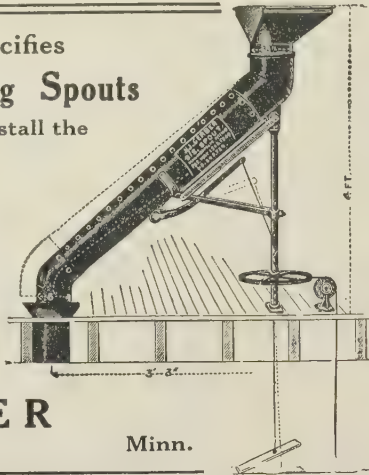
It is the most practical and convenient, being operated from working floor, and pressure of foot directing the spout into any desired bin.

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Minneapolis

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The Hall Signaling Grain Distributor

is the greatest time saver for the elevator operator and busy man, that has ever been devised. The whole problem of grain distribution without mixing is embraced in this simple device.

HALL SPECIAL

(ELEVATOR LEG)

Costs Less to Build, Less to Operate, Less to Maintain. Elevates as much as any other leg double its size. Elevates constantly Without Attention; Without Stoppage; Without Chokes. Capacity guaranteed in your elevator.

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Sales, Shipments and Returns

A book invaluable to the country grain shipper for keeping a detailed record of his sales, shipments and returns. Its use will save much time and book work. The pages are used double. The left-hand pages are ruled for recording SALES and SHIPMENTS; the right-hand pages for RETURNS. SALES column headings are Date, Amount Sold, Price, Grain, Terms. SHIPMENTS headings are Date, Car Number and Initial, Our Weights, In Bushels, Grade, Route, Rate. RETURNS headings are Destination, Grade, Difference, Bushels, Over, Short, Gross Proceeds, Freight, Over, Short, Commissions, Other Charges, Total Charges, Net Proceeds, Drafts, Remarks. Each of its 152 pages of heavy linen ledger, is 10½x16½ inches, contains lines so that records of over 2,200 cars can be entered. Bound in heavy canvas. Order Form 14AA. Price \$2.00.

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La Salle St., CHICAGO, ILL.

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Simple
Durable
Automatic
No gearing
Saves wagons
Easily attached
Out of the road
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Hundreds in use
Pleases your trade
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Grain Storage Receipts

Designed to be used by country elevator men, who store grain for patrons, in keeping a record of grain stored.

These receipts are numbered in duplicate, two on a page, with perforation between for easily tearing apart. The receipt is signed by the elevator man and shows he has received in store of.....net bus.....Wheat to be stored and insured under following conditions, etc.

The stub is used for recording the name of the owner of the wheat, the number of gross bus., dockage bus., and net bus., and lbs., grade and dockage per bu.

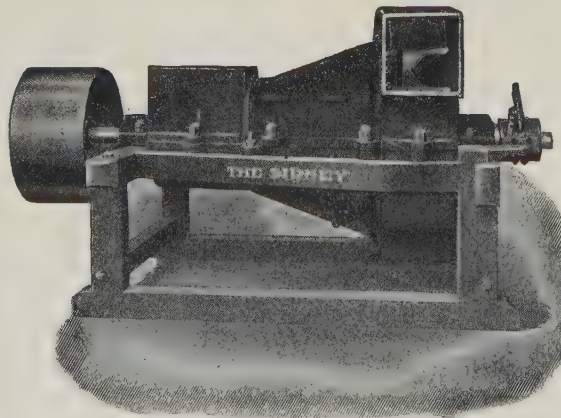
Each book contains 50 receipts printed on bond paper, 10½x3½ in.

Order form No. 4. Price 50 cents.

GRAIN DEALERS JOURNAL

315 S. LaSalle St. CHICAGO, ILL.

THE SIDNEY FAN DISCHARGE CORN SHELLER



PAT. DEC. 1, 1908.

We have many points of advantage over other shellers discharging in same manner. In case of breakage each casting is separate and less expensive to repair. All parts are made heavy, making it more durable. Compare our weights with other shellers. Using the very best iron, shelling surface chilled, insuring durability. Fan discharge separate from cylinder on shaft. Either style knockers, right or left hand, discharging over or underneath, to suit location; no expensive hoppering; can be set on a level with boot, avoiding a pit or tank. Drive pulley on either end; unless otherwise specified we place same on hopper end. Guaranteed to give satisfaction and do the work required. Provided with adjustable attachments, so that the cylinder can be adjusted to the condition of the corn while the sheller is in motion. We would be glad to mail you a list of users of Sidney Shellers and let us prove to you through the experience of others, the value of using a Sidney Sheller.

Write for Catalogue No. 25.

THE PHILIP SMITH MFG. CO.

SIDNEY, OHIO

A Complete Stock at Enterprise, Kans.

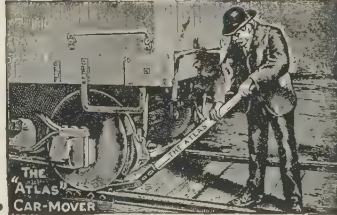


THE OLD WAY

One Man with an ATLAS can easily move a loaded one.
Appleton Car-Mover Co.
Appleton, Wis.

The Atlas Car-Mover
will pay for itself daily and last for years.
Twelve men with a crowbar can hardly move an empty car.

THE NEW WAY



"The Fitzgerald Automatic Electric Overflow Alarm"

Entirely and Surely Prevents

Choked Overflowing Mixed GRAIN in Elevator Belts Bins

It is absolutely automatic. Electric bells give alarm to the agent or operator immediately the bin is full. The device needs no attention, is always ready and willing to work when required. Easily installed, at a very small cost, and in any elevator that is built. One good elevator carpenter can install it in one day. No elevator can afford to be without it for many times the small amount it costs. Write us for particulars and pamphlets.

GRAIN ELEVATOR SPECIALTIES, Ltd.

344 Grain Exchange

Winnipeg, Manitoba

LINK BELT SUPPLY CO.

MINNEAPOLIS, MINN.

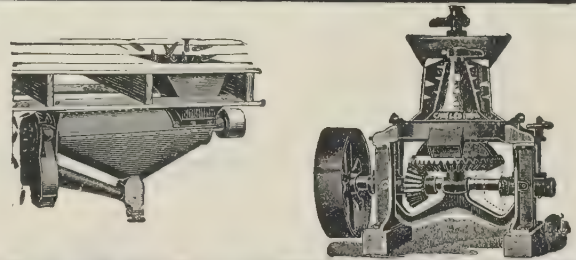
MANUFACTURERS OF

DISTRIBUTING AND FLEXIBLE SPOUTS. BOOT PANS, STACKS AND TANKS, WAGON DUMPS, MAN LIFTS.

ALL KINDS OF TRANSMISSION CONVEYING AND ELEVATING MACHINERY

A FULL STOCK CARRIED.
GET OUR PRICES.

Triumph Corn Sheller and Crusher



THE C. O. BARTLETT & SNOW CO.
CLEVELAND, OHIO, U. S. A.

You could do without the American Grain Cleaner and you could elevate grain by hand,

but it is far more profitable and practical NOT TO TRY TO DO SO.

THE AMERICAN GRAIN CLEANER

is the most practical and profitable grain cleaner a grain man can install in his elevator.

IT will improve the appearance of your grain.
will make a larger increase in the test weight without any perceptible shrinkage loss.
will demand a higher price for your grain.
requires less power, space and attention.
is simple, easy to operate and dependable
is worth your looking into.

Write today for descriptive booklet.

AMERICAN MACHY. & CONSTRUCTION CO., Milwaukee, Wis.



"Cleaner Grain Bigger Gain"

You ought to hear the Contractors who have called and studied our

U. S. GRAIN CLEANER!

This is what they said:—

"Well, say, that looks good to me."

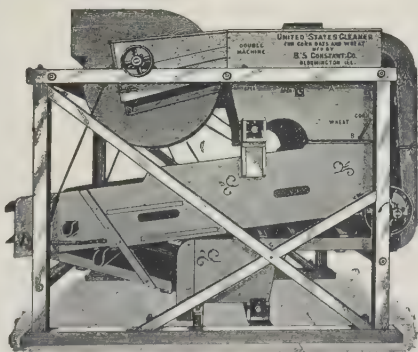
"You've got the right principles."

"A mighty well made machine."

"It will do the Work allright."

and we added:—"Yes, and it will clean the small grain just as satisfactory as it separates the corn and cob." Come on with your orders; you are not running any risk and will be awfully glad you bot our cleaner.

B. S. CONSTANT CO., - Bloomington, Ill.



What We Want

Is to bring your attention to our

Carterville Coal

600,000 Tons Per Year

ALL SIZES

We Ship Over All Lines, North, South and West

We know that a great many Grain Dealers handle Coal along with grain and we take this method of bringing our product to your attention. The mines are located in the northern part of Williamson County, Illinois, on both the Missouri Pacific and C. & E. I. Railways. The Coal has no superior and but few mines can boast of such uniform grading or as high efficiency; nor is there any producer in Illinois whose orders are more promptly filled nor whose product reaches destination in shorter length of time.

Write Us For Prices

Johnston City Coal Co.

1200 OLD COLONY BUILDING

CHICAGO, ILL.

"Wanted" and "For Sale"

The rate for advertisements in this department is 20 cents per type line each insertion

MACHINES FOR SALE.

FOR SALE—An Excel Attrition Mill in good condition. The Hummer Mill Co., Iowa City, Iowa.

1 12" ATTRITION MILL for sale, new. Address Mill, Box 10, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One new never used 100 to 125 H. P. rope transmission, complete with tension carriage and rope. Make us an offer. Mississippi Box Co., Cairo, Ill.

WHILE THEY LAST—2 Fairbanks Hopper Scales with hopper timbers, \$35 each. 1 Rochester Flax, Grain and Seed cleaner, \$25; 3 Boot tanks, \$20 each; 1 exhaust fan, \$15; 1 double automatic shovel machine, \$25; 1 5 H. P. Steam engine, \$10; 1 steam pump, \$75; 2,000 practically new cups 6"x 18", 15c each, 6"x14", 14c each. LaCrosse Wrecking & Lumber Co., LaCrosse, Wis.

ELEVATOR BELTS WITH BUCKETS ATTACHED AT EXTREMELY LOW PRICES

in Either Cotton, Rubber or Canvas—Stitched Belt with "Salem," Steel Grain or Steel Corn Buckets attached.

We list herewith a few sizes with Net prices on 100 feet. Longer or shorter lengths supplied at a proportionate price.

STANDARD RUBBER BELT				
With Steel Grain Buckets 16 in. apart.				
Length.	Width.	Ply.	Buckets.	Net price.
100	7	4	6 x 4	\$28.70
100	8	4	7 x 4½	32.90
100	9	4	8 x 5	37.80
100	10	4	9 x 5	41.40
100	11	4	10 x 5½	46.50
100	12	4	11 x 6	51.00
100	13	4	12 x 6	56.20
100	14	5	12 x 7	79.00

EXTRA STANDARD RUBBER BELT				
With "Salem" Cups 16 in. apart.				
Length.	Width.	Ply.	Buckets.	Net price.
100	7	4	6 x 4	\$31.45
100	8	4	7 x 4½	37.90
100	9	4	8 x 5	43.90
100	10	4	9 x 5	48.15
100	11	4	10 x 5½	54.45
100	12	4	11 x 6	60.45
100	13	4	12 x 6	65.30
100	14	5	12 x 7	91.75

COTTON BELT				
With Steel Grain Buckets 16 in. apart.				
Length.	Width.	Ply.	Buckets.	Net price.
100	7	4	6 x 4	\$19.26
100	8	4	7 x 4½	21.82
100	9	4	8 x 5	24.76
100	10	4	9 x 5	28.40
100	11	5	10 x 5½	36.96
100	12	5	11 x 6	40.50
100	13	5	12 x 6	46.10
100	14	5	12 x 7	57.96

For Prompt Shipment.

Other sizes furnished on short notice. Send us your specifications and receive the lowest market prices.

We also have on hand a large amount of Second Hand Elevator Belting in first-class condition.

800 ft.—22" 5 ply Rubber with 20 x 6 Buckets attached at 50c per foot.

5,000 ft.—5" 4 ply Cotton belt with tin cups attached at 10c per foot.

7,000 ft.—6" 4 ply Cotton belt with tin cups attached 12c per foot.

The Largest Stock in the World of complete overhauled Feed Mills, Separators, Oat Clippers, Corn & Cob Crushers, Shell-ers, Shafting, etc.

Write for "Gumps Bargain" Book, giving a complete list with Net Prices, Mailed Free on Request.

Est. 1872. **B. F. GUMP CO.** Inc. 1901.
431-437 So. Clinton St.,
Chicago, Illinois.

MACHINES FOR SALE.

FOR SALE—One Monitor No. 4 Warehouse Smutter in good condition, only cleaned about 4,000 bu. grain, will sell cheap as we need the room. Rounseville & Doty, Spiritwood, N. Dak.

1 26 H. P. Callahan Gasoline Engine, 1 No. 20 Sprout, Waldron Attrition Mill, 1 4-hole Marseilles Corn Sheller, 1 crusher, 1 10 H. P. Motor, direct current, cheap if taken at once. All the above in fine condition, used less than year. Write at once to Ed Conlin, DeKalb, Ill.

WANTED—Grain Dealers who are contemplating installing new machinery to use the "Machines Wanted" columns of the Grain Dealers Journal in securing prices and estimates of machines for sale. We can save you money. More than value received.

TWO 30 INCH DESTROYER Feed Mills especially adapted for large volume feed grinding and screening grinding, with emery stones and one extra set. Also one 24" Monarch Attrition Mill, with under running drive complete. Will be sold cheap. Address, Milwaukee, Box 2, Grain Dealers Journal, Chicago.

FOR SALE OR TRADE.

The Machinery of "the Menlo Roller Mills," which is a 50 bbl. mill of the Wolfe Manufacture, with 40 H. P. Atlas Steam Engine and 60 H. P. Boiler. 5 sets double Rolls, Bran and Flour Packers, Cleaners, Bleachers, Gyrators, Mixers, etc., almost as good as new. Will sell cheap or trade for Dakota Land.—C. A. Wildman, Menlo, Iowa.

ELEVATOR EQUIPMENT.

Due to selling elevator offer exceptional elevator equipment bargains for immediate sale f. o. b. Southern Minnesota town:

1 10-H. P. Charter Gas Engine, complete.
1 Double Invincible. Needle Screen.
1 No. 4 Monitor Separator.
1 Fairbanks Dump Scales, 1 Howe 3-ton scale, together with Shafting, Belting, Pulleys, etc. All above in A1 condition.

Address, Elevator Equipment, Box 1, Grain Dealers Journal, Chicago, Ill.

FIRST CHECK FOR \$200 IS BUYER.

One 20 H. P. Steam Engine,
One 20 H. P. Steam Boiler,
One No. 2½ Western Sheller,
One No. 2½ Western Cleaner.

Above machinery in first-class order and suitable for small country elevator. Was taken from our elevator and replaced with larger machines. These are second hand, but we guarantee them in good shape and ready for immediate installation. First check for \$200.00 gets this bargain f. o. b. central Illinois, Wabash Station. Address, Wabash, Box 10, Grain Dealers Journal, Chicago, Ill.

SECOND HAND FOR SALE—Attrition mills: 3-24" Cogswell's; 1-24" Monarch; 1-20" Unique; 2-24" Foos; 1-19" Foos; 3 pair high roller mills; 2-9"x18" Noye gear drive; 1-9"x15" Case; 1-7"x18" 3 pair high Alfsee, belt drive; 1-7"x15" Alfsee, 2 high roller mill. Separators: 1 No. 1½ Barnard & Leas milling; 1 No. 31 Barnard & Leas Receiving; 1 No. 258 Eureka Magnetic, 25 bu. cap.; 1 No. 256 Monarch Magnetic, 50 bu. cap.; 1 No. 0 Howes Magnetic, 35 bu. cap. Dust collectors; 1 No. 3 P, 1 No. 4 A, 1 No. 2-B Wilson Tubular, 1 No. 2 Monarch. Address Sprout, Waldron & Co., P. O. Box 260, Muncy, Pa.

GASOLINE ENGINES

1-15 H. P. GASOLINE ENGINE for sale. Guaranteed first-class, running order, \$180. Address Engine, Box 10, Grain Dealers Journal, Chicago.

FOR SALE—1-30 H. P. Gasoline Engine, almost new and in perfect order. Just purchased elevator, and am installing electric motors. Address, Joseph Poos, Eaton, O.

1-18 H. P. FOOS "special" horizontal \$245; 1-23 H. P. Gilson "hopper cooled," \$335; 1-25 H. P. Brown Horizontal, \$280. All warranted as good as new. Badger Motor Co., Milwaukee, Wis.

GASOLINE ENGINES FOR SALE.

44 H. P. Fairbanks-Morse.
25 H. P. Columbus.
25 H. P. Fairbanks-Morse.
22 H. P. Fairbanks-Morse.
15 H. P. Fairbanks-Morse.
12 H. P. Fairbanks-Morse.
6 H. P. Fairbanks-Morse.
4 H. P. Fairbanks-Morse.
Also fifty engines of varied sizes and all makes. Address A. H. McDonald, 547 W. Monroe St., Chicago, Ill.

SCALES FOR SALE.

FOR SALE—Slightly used Sonander Automatic Scales, good as new, at half price. Power Equipment Co., Minneapolis, Minn.

FOR SALE—Large Fairbanks track scale, good condition, complete with steel eye beam setting. Address The Ansted & Burk Co., Springfield, Ohio.

SCALES of all kinds repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, O.

SCALES are the trial balance of your business, therefore have them correct. Our large force of mechanical scale experts and our unequalled facilities at your service. Write or wire, Indiana Scale & Supply Co., Indianapolis, Ind.

FOR SALE—At Your Own Price. One 350-bu., and one 500-bu., Fairbanks Hopper Scales. One 5-ton Victor, 8 ft. x 14 ft., wagon scale. All the above scales as good as new. Address D. M. Orcutt, Council Bluffs, Iowa.

FOR SALE CHEAP, one 48,000 lb. Buffalo Hopper Scale; one Buffalo Platform Scale, 4,000 lbs. capacity, with grain hopper five feet square. These two scales in first class condition replaced with larger ones. The Raymond P. Lipe Co., Toledo, Ohio.

REFITTED SCALES.

800 and 1200 Portables.
Four 6 ton Fairbanks Wagon Scales,
1-6 ton Howe Wagon Scale,
1-Fairbanks Automatic Scale,
1-Ricardson Automatic Scale.
1-44 ft.-100 ton Fairbank Track Scale, with recording beam. Southern Scale Co., 407 Fourth St., St. Louis, Mo.

SCALES FOR SALE—Rebuilt scales, guaranteed in good condition, at half prices. 100-ton, 42-ft. Standard; 80-ton, 42-ft. and 60-ton, 38-ft. Fairbanks; 10-ton, 14-ft., 6-ton, 14-ft., 5-ton, 14-ft. Fairbanks wagon; 200 and 150-bu. hopper Fairbanks; 3,500-lb. and 2,500-lb. dormant. Several portable scales. Also new scales; all sizes. Repairing and testing a specialty. Standard Scale Co., 1345 Wabash Ave., Chicago.

ELEVATORS FOR SALE.

OKLAHOMA ELEVATORS for sale, proposition worth looking into, good crops already made, now ready to handle. Address, Box 147, Anadarko, Okla.

SOUTHERN MINNESOTA—For sale, three good elevators and one fine cleaning house, crops fine. Enquire 422 Flour Exchange, Minneapolis, Minn.

INDIANA ELEVATOR with good grain, coal and feed business, small town in Hancock Co., value \$8,000; will trade for small farm. Box 116, Frankfort, Ind.

FOR SALE—Southern Minn., 12,000 bu. elevator on Ill. Cent. R. R. Feed mill, flour and feed side line. Good territory, fine prospects, price reasonable. Address, Box 59, London, Minn.

NORTH DAKOTA AND MINNESOTA. For sale 16 elevators located in N. D. and Minn. Good stations and prices reasonable. Will sell either as a line or separate. Address 308 Board of Trade, Duluth, Minn.

SOUTHERN MINNESOTA ELEVATOR for sale at a bargain in one of the best sections of the State. For further information write, H. W. Sinclair, Fairmont, Minn.

CENTRAL NORTH DAKOTA—40,000 bu. capacity elevator for sale. Fine crop prospects. For particulars, write—A. E. Ireland, Sec'y, Farmers Eltr. Co., Carrington, No. Dakota.

NORTHEAST SOUTH DAKOTA for sale—a 25,000 bu. cribbed elevator with flat house connections in one of the best grain stations on C. M. & St. P. Ry., at Garden City, S. Dak. Price \$3,000. Address, Joel McKee, Bradley, S. Dak.

ELEVATORS FOR SALE.

We have a few good, up-to-date cribbed elevators in the grain belt of South Dakota for sale on reasonable terms.

Felland Realty Company,
531 Palace Building,
Minneapolis, Minn.

SOUTHWESTERN MINNESOTA elevator for sale, on the Rock Island. Good cribbed house, eleven bins, capacity 25,000 bus. Good Station, best of competition and a bumper crop just ready to harvest. Address, K., Box 1, Grain Dealers Journal, Chicago.

THREE UP-TO-DATE NEBRASKA elevators for sale. One on Burlington R. R., and two on U. P. Ry. Good grain points. Best crop prospects ever. Large territory. Right price. Will sell one or all. Address, Nebraska, Box 12, Grain Dealers Journal, Chicago, Ill.

40,000-BU. INDIANA ELEVATOR—Cribbed. Only elevator in county seat, third best farming county in state. Wheat, corn, oats and rye handled. Good wholesale and retail flour and feed business in connection. Will sell separate. Address, T. L. Box 1, Grain Dealers Journal, Chicago, Ill.

MAPLE PARK, ILL. For sale, elevator, feed and coal business, 55 miles west of Chicago, on main line Chicago Northwestern Ry., consisting of 25,000 bu. elevator on private ground 167 ft. x 150. Also good feed warehouse, two stories, 30x60. Also coal sheds with sufficient yards for lumber business. John W. Glidden, DeKalb, Ill.

BIG CORN MILL AND ELEVATOR—For sale or trade; 25,000 bus. capacity of elevator, new steam power. Chop mills 1,000 sacks. Big Joliet sheller, cleaners, bolters, automatic scales, private track. Outfit has been used but little. Cost \$14,000. Will sell for \$5,000, cash or trade for salable land. Well worth the money. The outfit is new, but we have no use for it. Address, National Bank of Hastings, Hastings, Okla.

ELEVATORS FOR SALE.

ONLY ELEVATOR IN S. DAK. town for sale. A chance. Address Bargain, Box 12, Grain Dealers Journal, Chicago.

NORTHWESTERN OHIO. For sale, one of the best elevator and coal propositions in the state. Address C. O. D., Box 7, Grain Dealers Journal, Chicago.

TWO ELEVATORS CHEAP; 10 and 15M. capacity, gas engines, roller feed mill, ordinary elevator machinery, coal sheds. Good crops. No incumbence. Inquire or write. A. A. Stephenson, Foraker, Okla.

LAST CHANCE TO BUY BEST 25,000-bu., Western Ohio elevator, in finest grain section. Cribbed steam power. Big side-line business. Address, Co., Box 1, Grain Dealers Journal, Chicago.

FOR SALE—20,000 up-to-date cribbed elevator with coal sheds, 2 wagon scales, cleaner, gasoline engine, etc. In best grain section of S. E. So. Dak. Must sell on account of ill health. Address J. C. Schmidt, Medford, Ore.

ELEVATOR IN NORTH DAKOTA on Granville Branch of Great Northern. Crops in fine condition. Owner no longer in grain business. Address Karl Klauser, University Club, Milwaukee, Wis.

25,000 BU. IOWA ELEVATOR, coal, feed and produce business. Flourishing business. Good reason for selling. Located on I. C. R. R. Address Geo., Box 10, Grain Dealers Journal, Chicago, Ill.

A BARGAIN AT \$3,750. Modern 14,000 bu. cribbed, S. Dak., elevator for sale. Storeroom, feed mill and coal sheds in connection. Located on Milwaukee Ry., two other line houses. Box 114, Fulton, S. Dak.

NORTHEAST CORNER of Oklahoma—30,000 bu. elevator for sale. In perfect condition. Finest prospect for corn crop in ten years. Handled 500,000 bus. corn in one season. Terms to suit. Address, W. Houk, Vinita, Okla.

SOUTHEAST KANSAS—For sale, new 15,000 bu. elevator with splendid retail flour, feed and coal business in addition. Only elevator and coal business in the town. Buildings all on owner's land. Address, I. E. Clark, Walnut, Kansas.

KANSAS—For sale, three elevators, 5,000 to 6,000 bus. capacity each, located in Northwestern Kansas on C. R. I. & P. Ry. All points draw grain from big territory, big wheat acreage. Address "State Elevators," Kansas City, Mo., 230 Board of Trade.

ILLINOIS—For Sale or Trade, 15,000 bu. elevator and coal and hay business. Located in good territory, only one competitor. Too much other business to attend to, reason for selling. Address B. E. T., Box 5, Grain Dealers Journal, Chicago.

NEW ILLINOIS ELEVATOR for sale. Capacity 20,000 bus. 58 miles from Chicago. Doing a thriving feed and grain business, handling over 250,000 bus. of grain last year. Practically no competition. Elevator equipped to handle six to eight cars daily. Easy terms, would lease to responsible party for term of years. Address, Lease, Box 12, Grain Dealers Journal, Chicago, Ill.

SOUTH DAKOTA, grain, coal, flour, feed and live stock business for sale. 18,000 bu. elevator. Ships out 100,000 bus. of grain and 30 cars of live stock and ships in about 1,000 tons of coal per year. \$2,800-cash, net, takes this whole bargain. First man first buyer. Address, Bros., Box 8, Grain Dealers Journal, Chicago.

TWO ILLINOIS ELEVATORS for sale. Located on I. C. Ry., 35,000 and 25,000 bus. capacity, cribbed and iron clad. New automatic scale in elevator, Neberter engine in one, Fairbanks in other, and Fairbanks scales. Private vault with Mosler screw door safe. Coal sheds. Would like to sell all together, handles from 300 to 400,000 bus. per year. Address Led, Box 7, Grain Dealers Journal, Chicago.

ELEVATORS WANTED.

WANTED TO TRADE—Modern nine-room dwelling, new, for grain point in Western Ohio or Eastern Illinois. Address, Lock Box 5, Gordon, Ohio.

GENERAL STORE FOR SALE or trade for good elevator. Store doing \$50,000 worth of business per year. Address, B. Slenz, Vandalia, Ohio.

WANTED—To rent small elevator where I could handle 75 to 100 cars of grain yearly, at reasonable rent. Have had 10 years experience. Address Box 73, Farmer City, Ill.

CHOOSE YOUR ELEVATOR from the many offered. Insert an advertisement in the "Elevators Wanted" columns of the Grain Dealers Journal, and select one at a satisfactory price and station.

WANTED AN ELEVATOR—I have a good level quarter section of land in Richland, No. Dak., three and one-half miles from market. All summer fallowed, except 6 acres. Will trade for an elevator doing at least 200 M. bus. of business per year. Elevator must be at least worth \$6,000. Address A. F. Gilchrist, Gibson City, Ill.

DAYTON, OHIO, PROPERTY to exchange for elevators in Ohio or Indiana. Two flat buildings, brick, six rooms to apartments, and seven apartments to each flat. Modern two double and three single houses with furnace, bath. Eleven houses four and five rooms. What have you to offer? Address, Dayton, Box 2, Grain Dealers Journal, Chicago.

A 160 ACRE FARM well located in Colorado for sale or exchange for a good grain and coal or any good business located in Ohio, Ind., or Ill. Prefer Ohio location. Farm has 80 acres in first-class alfalfa yielding 3 to 6 tons per acre. Bountiful water supply, improved with 5 room house, well fenced. Full description sent upon application. Address G. W. H., Box 2, Grain Dealers Journal, Chicago.

WILL TRADE FOR GOOD GRAIN ELEVATORS. Good Illinois farm, located one and one-half miles northwest of Golden Gate, Wayne Co., Ill. The farm is on a good road, and is all good bottom land. 120 acres in cultivation, 40 acres in small timber. Farm is fairly well drained, has good deep dredged outlet ditches on the west and south lines. Fair dwelling house, but no other improvements. Price \$100 per acre. Address, Oscar Jones, Chrisman, Ill.

BUSINESS OPPORTUNITIES.

MANNING, KANS.—10,000 bu. elevator, cash or trade. Price \$2,000.00. J. B. Redd, Odessa, Mo.

ANY OPPORTUNITY of interest to the grain trade finds the largest and most interested audience if made known through the "Business Opportunities" columns of the Grain Dealers Journal.

SELLING PROPOSITION WANTED—By man 36 years old, who wants work not too confining, four years in grocery business, two years in office, and four years in operating flour and feed mill and elevator. Address Reliable, Box 2, Grain Dealers Journal, Chicago, Ill.

WE HAVE A GOOD OPENING for an elevator and flour mill in Ralston, an industrial suburb of Omaha, Nebr., located on the C. B. & Q. and Missouri Pacific Railroads. 3 factories completed and 3 under construction. Surrounded by good farming community. Ralston Townsite Co., 309 So. 17th St., Omaha, Nebr.

INFORMATION.

FIRMS HANDLING SECOND-HAND road building machinery will find something of value to them by corresponding with A. R. B., Box 2, Grain Dealers Journal, Chicago.

SITUATIONS WANTED.

WANTED POSITION as helper or second man in grain elevator. Address 231, Box 11, Grain Dealers Journal, Chicago.

WANTED—POSITION AS MANAGER of an elevator. Am perfectly capable and can give reference. Married. E. L. Reed, De Witt, Ill.

POSITION WANTED as grain buyer, familiar with all kinds. Wish steady employment in small town. Good references. Address Ben E. Taylor, Scott City, Kans.

WANTED POSITION AS MANAGER of country elevator, three years experience, best of references. Address, Fair, Box 12, Grain Dealers Journal, Chicago.

EXPERIENCED GRAIN ELEVATOR managers and operators have 6,000 possible openings to apply for by making their want known through the "Situations Wanted" columns of the Grain Dealers Journal.

WANTED POSITION as manager of Farmers Elevator Co., by competent manager, who wishes to make change by Sept. 1st. Best of references as to character and ability. Address, Farmer, Box 2, Grain Dealers Journal, Chicago.

AN EXPERIENCED MAN with 20 years spent in grain business desires situation as manager or agent. Married, best of references. Might lease a good station in Kans. or Nebr. Address, T. F. C., Box 2, Grain Dealers Journal, Chicago.

A FARMERS ELEVATOR MANAGER has to make a change on account of drought. Have had lifetime experience, also some reference, married. What have you to offer? Prefer Minn. or Ill. Address, Hay, Box 2, Grain Dealers Journal, Chicago.

POSITION WANTED as manager or grain buyer for country elevator by an experienced young man. Now employed. Can furnish the best of references as to character and ability. Address Box 55, Green Mountain, Iowa.

MAN OF 7 YEARS EXPERIENCE in grain business desires position with some responsible grain firm as traveling solicitor. Married, and will leave salary to employer after trial. Address, 7 yrs., Box 9, Grain Dealers Journal, Chicago, Ill.

GRAIN BUYER OF EIGHT YEARS experience in buying and selling grain, would like position with some good Farmers Elevator Co., or some good commission house. Address, 555D, Box 12, Grain Dealers Journal, Chicago, Ill.

12 YEARS EXPERIENCE in terminal markets as receiver and shipper. Thoroughly competent to handle executive position. Present engaged in brokerage business. Address, Big Man, Box 1, Grain Dealers Journal, Chicago.

WIDE AWAKE GRAIN MAN desires position as manager of country elevator or elevators, understands double entry book-keeping and conversant with office work. Ample experience and can guarantee results with a live concern. Address, Box 36 Box 1, Grain Dealers Journal, Chicago.

FIRST-CLASS GRAIN MAN with eight years experience, desires a position with some grain firm, Kansas or Oklahoma preferred; can handle any branch of the business, and am not afraid of a little work or a little dirt. Address "H," Box 9, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED as manager of country station in good town in Kansas or Missouri for share of profits. Have held position as manager of good station ten years. Desire change of climate. Address, Reno, Box 2, Grain Dealers Journal, Chicago.

SITUATIONS WANTED.

POSITION WANTED with Grain Commission or Elevator Co. Am expert grain accountant, good judge of grain, experienced in cash grain and futures, and in handling country and terminal elevators. Best of references. Address, Grain Man, Box 2, Grain Dealers Journal, Chicago.

WANTED—Position by married man 35 years of age, with 15 years experience in grain business. Have had experience in buying "on track," and thoroughly understand the selling end of the business. "A1" references. Can go anywhere on short notice. Address "V," Box 2, Grain Dealers Journal, Chicago, Ill.

MILLS FOR SALE.

FOR SALE—Flour and Feed Mill in good country, in town of 3 railroads. Will sell cheap. Valley State Bank, Belle Plaine, Kans.

FIVE STORY CEMENT BLOCK FEED Mill, storage capacity 40,000 bus., grain with warehouse for 10 cars baled hay and feed. Mill is new and fully equipped with modern machinery, and is the only mill within a radius of 12 miles. Railroad switch at mill and warehouse. Natural gas the cheapest power in the world. Net profits better than \$6,000 per year. Rare opportunity. S. J. Clark, 380 Ellicott Sq., Buffalo, N. Y.

ELEVATOR BROKERS.

JAMES M. MAGUIRE, Campus, Ill. Elevator Broker, can suit you in an elevator from \$5,000 up. Can give good terms on many of them. Write for information or to make appointments.

JOHN A. RICE, exclusive elevator broker, Frankfort, Ind., 1,100 listed. Sold 122. First-class trade only. Charge seller 2%, subject to prior sale. NO OTHER WAY. 12 years' experience worth \$1,000 to buyers GRATIS. List with me, buy of me and have good luck.

THE ELEVATOR of the Kent Grain Co., of Kentland, Ind., has been sold to Benedict & Harmon of Oxford, Ind. The transaction was made by Chancellor & Harrington of Fowler, Ind., this making a total of \$158,500.00 worth of elevators sold by this firm in the last 12 months. Let them sell yours or see what they have to offer. Chancellor & Harrington, Fowler, Ind.

MACHINES WANTED.

WANTED—One second-hand single automatic shovel machine; must be in good condition. Keel & Son, Gainesville, Texas.

SECOND-HAND ROAD BUILDING machinery wanted. For further information, write A. R. B., Box 2, Grain Dealers Journal, Chicago, Ill.

SECOND HAND AMERICAN MULTI-GRAPH Machine wanted, or any other make, which we could use to print our daily bids and circular letters to our customers. Give price in first letter. Address, Egly-Doan Elevator Co., Ft. Wayne, Ind.

SECOND-HAND TRACK SCALES wanted. There is an exceptionally large demand for these scales at the present time. If you have one to offer, make the fact known to over 6,000 possible buyers, by inserting an advertisement in the "Scales For Sale" columns of the Journal.

BUILDING MATERIAL.

2 MILLION FT. 2x6, 2x8, 2x10 hemlock cribbing; all size timbers, boards and ready roofing. J. G. Ruel, 7337 Stony Island Ave., Chicago.

FOR SALE CHEAP—2 million ft. 2x4 to 2x10 W. P. Cribbing, 3x10-16 to 18 ft. 4x14 Beech and Oak, 100M ft. 8x8 to 12x12 W. P. Timber, 6-200 ft. 22" bucket belts, 2 tons plain belt, 7 F.-M. Steel Hopper Scales, Pulleys, Shafting, Clutches, etc., now being removed from Kellogg Elevator A, by Kellogg Elevator Wrecking Co., Mich. St. & Buffalo River, Buffalo, N. Y.

HELP WANTED.

COMPETENT AND EXPERIENCED help can be secured through an advertisement in the "Help Wanted" columns of the Grain Dealers Journal.

WANTED CAPABLE MAN to run steam engine in grain elevator, must understand elevator work, in good town near Chicago, steady work to right man. Address Capable, Box 2, Grain Dealers Journal, Chicago.

WANTED GRAIN BUYERS for Minnesota country elevators. State in first letter age, nationality, experience, references and salary expected. Address, London, Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED — Young men, familiar with buying grain, for positions as elevator agents at new points in Saskatchewan and Alberta. State age, experience and qualifications. Address National Elevator Co., Winnipeg, Manitoba, Canada.

WANTED YOUNG MEN, who want to come to Canada, who have had some experience in buying grain. For particulars, address Reliance Grain Co., Ltd., 421 Grain Exchange, Winnipeg, giving age, qualifications, etc.

TRAVELING MAN WANTED to solicit grain shipments in Minnesota and South Dakota for one of Chicago's best commission firms. \$100 and expenses. Give age, experience and references. Address, Solicitor, Box 2, Grain Dealers Journal, Chicago, Ill.

WANTED, THOROUGH experienced grain man to take charge of established track business; one with capital preferred; salary and commission. Central Ohio. References exchanged. When answering give present position, age and experience. Address, Track Buyer, Box 1, Grain Dealers Journal, Chicago, Ill.

WANTED MAN to run small country elevator in Eau Claire County, Wis. Prefer some one familiar with the handling of clover seed. This station will pay \$60.00 per month salary to the right person. Address, County, Box 1, Grain Dealers Journal, Chicago, Ill.

ELEVATOR MAN WANTED—Not a manager, but second man, competent to care for modern elevator at small station and do carpentering and other side work at \$50 per month. Steady year round to right man. Address, Murray, Box 2, Grain Dealers Journal, Chicago.

ELEVATOR FOREMAN WANTED, must be good judge of wheat, correct weigher and of fair education. Must thoroughly understand operating an elevator. Good position and steady work for industrious, temperate man. Address, The Ansted & Burk Co., Springfield, Ohio.

3 GRAIN MEN WANTED for North Dakota points, those familiar with buying grain in that State preferred. One station pays \$65 per month, another \$60, and one at a blind siding pays \$50. Give experience and reference in first letter. Address, Baldwin Elevator Co., Moorhead, Minn.

WANT FIRST-CLASS, RELIABLE and honest man for position as foreman of an elevator at Ft. Worth, Texas. Must be acquainted with mill machinery and know how to grind corn meal chops. Must be able to handle men and not afraid of work. Would prefer man of German or Swedish nationality, also married. \$100 per month salary. Address, Ft. Worth, Box 2, Grain Dealers Journal, Chicago, Ill.

STEAM ENGINES—BOILERS.

JEWELL STEAM ENGINE for sale. 20 H. P. automatic, fine condition; \$90. Bear Grain Co., Hicksville, Ohio.

FERRETS.

FERRETS AT \$2.00 EACH during July and August. Exterminate the rats before the rush of grain. Keefer Bros., Greenwich, Ohio.

PROPOSALS.

PROPOSALS FOR FORAGE AND BEDDING.

Chief Quartermaster's Office, Federal Building, Chicago, Illinois, July 6 1912. Sealed proposals will be received here until 11 A. M., August 6, 1912, for furnishing a nine months' supply of forage and bedding, commencing October 1, next, at posts in the Central Division. Information furnished upon application. Col. Jno. L. Clem, C. Q. M.

CIFER CODES

Use a good Telegraph Cifer Code. Prevent Errors, Reduce the Cost of Sending Messages and Prevent Contents Becoming Known to Agents.

ROBINSON'S TELEGRAPH CIPHER CODE is used more extensively by the grain trade than all others combined. Well arranged, compact; can easily be carried in the pocket. Well printed on good paper. Bound in leather, \$2.00; cloth, \$1.50.

HAY AND GRAIN CIPHER CODE is for the use of hay receivers and shippers. Is well arranged, compact and well printed on good paper. Price, \$1.00.

BALTIMORE EXPORT CABLE CODE, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 152 pages. Price, \$8.00.

RIVERSIDE CODE, fifth edition, specially adapted for use of millers and flour dealers who do an export business. Bound in flexible leather covers, 228 pages. Price, \$3.00.

UNIVERSAL GRAIN CODE, bound in flexible leather, 144 pages. Price, \$3.00.

AMERICAN SEED TRADE ASSN.'S CODE, well bound in either flexible or hard cloth covers, 124 pages. Price, \$2.00.

A. B. C. INTERNATIONAL CODE is used more extensively in international trade than any other. Bound in cloth, 480 pages. Fourth edition, \$5.00. Fifth edition, 1,400 pages, \$7.00.

COMPANION CABLE CODE, a complete general code, with words from the official telegraph vocabulary. Bound in cloth, 144 pages. Price, \$5.00.

YOUR NAME in gilt letters stamped on front cover on any of above books for 25c extra.

For any of the above, address

GRAIN DEALERS JOURNAL

La Salle Street, Chicago, Ill.

FLOUR FOR SALE.

MIXED CARS of flour and mill feeds in 100-pound sacks are our specialties. Would like to send you a trial to convince you of the superiority of our products. Ansted & Burk Co., Springfield, O.

HAY FOR SALE.

ALFALFA HAY FOR SALE.

We ship alfalfa hay direct from our own stations. When you want alfalfa or prairie hay, write us.

L. H. Powell & Co., El Dorado, Kans.

SECOND-HAND BAGS AND BURLAP.

BURLAP BAGS AND BULAPS, new or used, plain or branded, of every kind. Grain Bags, Sample Bags, etc. Best prices paid for second-hand bags. Wm. Ross & Co., 409 N. Peoria St., Chicago, Ill.

GRAIN BAGS FOR RENT.

From 100 to 50,000 Cotton Grain Bags. Can make quick shipments. For terms, write Foell & Co., 123 Market St., St. Louis, Mo.

HAY WANTED.

HAY & STRAW WANTED—Correspond with us. W. J. Armstrong Co., Milwaukee, Wis.

HAY & STRAW WANTED—Correspond with us. T. D. Randall & Co., Suite 65-68, 234-236 S. La Salle St., Chicago, Ill.

ALFALFA HAY WANTED.

Get our prices before selling. We are the largest handlers in the Middle West. Albert Miller & Co., 192 N. Clark St., Chicago, Ill.

GRAIN FOR SALE.

CORN—WHEAT—OATS—BARLEY. We are large shippers of Corn, Wheat, Oats and Barley of the finest quality. Let us have your bids F. O. B. our track. The Jewell Grain Co., Jewell, Ohio.

He Knew

"One of the first things I did to increase the sales of the Gas Engine Department of our firm was to insert an advertisement in the GASOLINE ENGINES columns of the Grain Dealers Journal,"

ALLEN P. ELY,
FRED J. OFFERMAN, Omaha,
Mechanical Equipments.

YOU can reach over 6,000 of the largest users and buyers of gas and gasoline engines by inserting your message in the "GASOLINE ENGINES" columns of the

GRAIN DEALERS JOURNAL
315 S. LA SALLE STREET CHICAGO, ILLINOIS

COSTS 20c PER TYPE LINE EACH INSERTION.

Want an Elevator?

Then consult the "Elevators for Sale" columns in this issue of the Grain Dealers Journal.

2 Journals \$2.00

Send us Chicago or New York exchange for \$2, and we will send you the weekly

HAY TRADE JOURNAL of Canajoharie, N. Y.

and the semi-monthly

GRAIN DEALERS JOURNAL of Chicago,

both for one year. Try the combination to-day. Address,

Grain Dealers Journal, LA SALLE STREET, Chicago, Ill.

IF U NU

How easy it is to sell anything thru a want ad in this paper, you would send in your ad at once.

Try it. At least ask us about the success of others.

GRAIN DEALERS JOURNAL
LA SALLE ST., CHICAGO.

SEEDS FOR SALE—WANTED

GRAIN WANTED.

SALVAGE GRAIN. We buy grain salvage in any quantity, wet or dry. American Cattle & Poultry Food Co., Binghamton, N. Y.

WANTED—Off grade and salvage wheat and corn of every description. I make a specialty of it. C. C. Lewis, Chamber of Commerce, Buffalo, N. Y.

SEEDS FOR SALE.

IF YOU WANT field seeds not advertised herein write the Seed Dept. of Grain Dealers Journal, and we will try to place you in communication with wud-be sellers.

SEEDS WANTED.

WANTED FIELD SEEDS, all varieties. Quote, with samples. J. Oliver Johnson, Chicago, Ill.

We Buy and Sell

Wheat Screenings, Cane seed, Salvage Wheat, Kafir Corn. Write or wire for prices.

HENRY LICHTIG GRAIN CO. Kansas City, Mo.

The Toledo Field Seed Co.

Clover and Timothy Seed

Consignments solicited. Send us your samples

Toledo, Ohio.

IF YOU WANT

High Grade Timothy Seed, Alfalfa, Alsike, White Clover, Vetches, Millet and Sunflower Seed, write for samples.

G. S. MANN, Seed Broker

930 Postal Tel. Bldg. CHICAGO, ILL.

Say

Let the Grain Dealers Journal Want Ads do your work.

They bring quick results.

Can You Offer

Cane - Millet - Clover - Pop Corn

Send Samples

J. G. Peppard Seed Co.

Kansas City, Mo.

SEEDS

Grain, Clover and Grass Seeds,

CHAS. E. PRUNTY,

7, 9 and 11 South Main St. SAINT LOUIS

Have 10,000 Bu. CHICKEN FEED WHEAT on hand

Wire or Write for Samples and Prices

HUHN ELEVATOR COMPANY

Chamber of Commerce, MINNEAPOLIS, MINN

John A. Salzer Seed Co.

GROWERS and DEALERS of
FARM and GARDEN SEEDS

LA CROSSE, - WISCONSIN

FUTURES

Clover—Alsyke—Timothy

SOUTHWORTH & COMPANY

Produce Ex., TOLEDO, O.

THE ILLINOIS SEED CO., Chicago, Ill.

WE BUY AND SELL

TIMOTHY, RED, WHITE, ALSYKE AND ALFALFA CLOVERS, RED TOP, MILLETS, BLUE GRASS, SEED GRAIN.

Ask for Prices. Mail Samples for Bids.

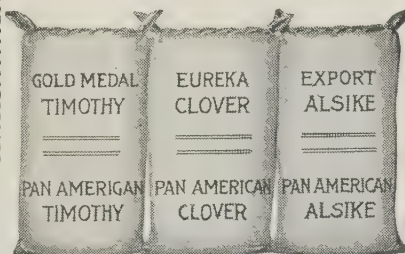
W. H. Small & Co.

EVANSVILLE, INDIANA

Eclipse Poultry Feed

Absolutely sure Egg Producer.
Hens lay summer and winter.
It shows results; increases trade

Write for Prices



Timothy—Red Clover—Alsike—
Alfalfa—White Clover—Crimson
Clover—Canada Bluegrass—Ken-
tucky Bluegrass—Redtop—Millets
—Lawn Seed—Orchard Grass—
Seed Grains—Peas—Popcorn, etc.

Whitney-Eckstein Seed Co.

BUFFALO, N. Y.

Correspondence Solicited

THE ALBERT

DICKINSON

COMPANY

SEEDS

Timothy
Clover
Flax
Agricultural

Grain Bags
Pop-Corn
Seed Corn
Beans, Peas

CHICAGO

MINNEAPOLIS



Minneapolis Seed Company

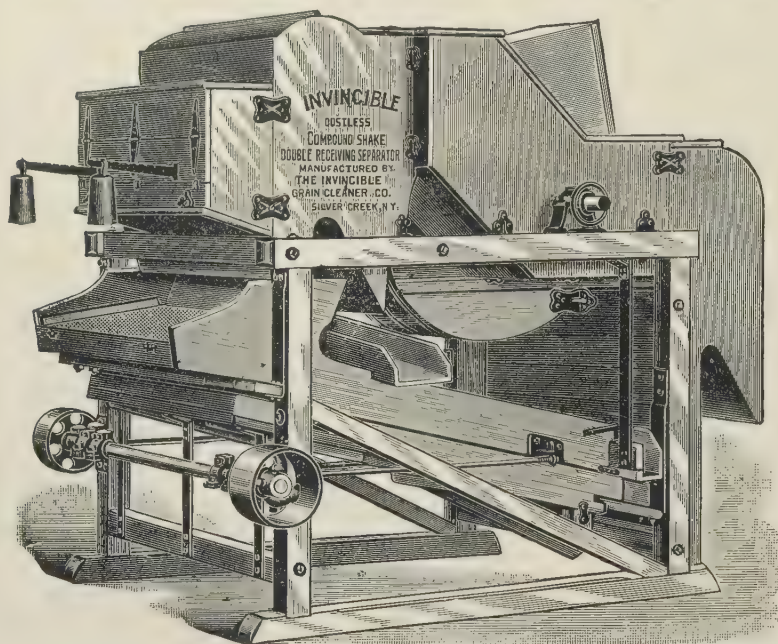
Minneapolis, Minn.

SEEDS

OUR SPECIALTY IS TIMOTHY

Send Samples for Prices

Something Every Elevator Needs



It is a well known fact that clean grain will keep better than dirty.

Dirt also lowers the quality at the terminal market.

Hence all Elevator men when receiving grain from various growers should run it through an

Invincible Dustless Compound Shakeless Receiving Separator

Following this suggestion will mean money to you. You will thereby not only avoid loss by heating, but will also raise the grade and get a better price.

We cannot fully describe here the various sizes and kinds of machines which we make as we build them to suit every need.

Write us and we will gladly send you full information free.

INVINCIBLE GRAIN CLEANER CO., Silver Creek, N. Y.

F. H. MORLEY, Jr., 311 Traders Bldg., Chicago, Ill.
C. L. HOGLE, 622 Board of Trade, Indianapolis, Ind.
C. WILKINSON, 6027 Chestnut St., Philadelphia, Pa.
CHAS. H. STERLING, Jefferson House, Toledo, Ohio

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BY

F. J. MURPHY, 234 Exchange Bldg., Kansas, City, Mo.
F. E. KINGSBURY, Terminal Hotel, St. Louis, Mo.
J. J. CROFUT & CO., 612 McKay Bldg., Portland, Ore.
STRONG-SCOTT MFG. CO., Minneapolis, Minn.

SPECIAL SALES AGENTS: BUCKLEY BROS., Louisville, Ky.,

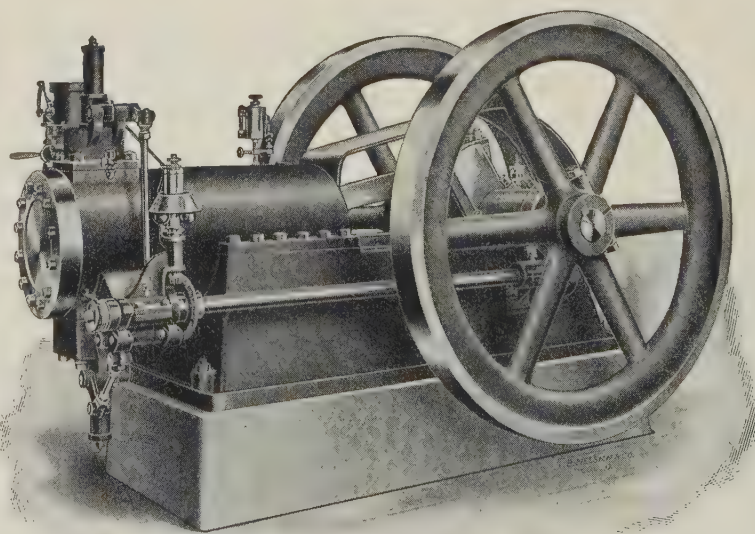
SUPERIOR GASOLINE ENGINES

INCREASE POWER

Are EFFICIENT, RELIABLE and constructed for service. Your Elevator requires a steady power, which can be applied on a moment's notice.

The SUPERIOR Engines develop and maintain the amount of power at which they are rated.

We solicit your inquiries, and will be pleased to send you the name of some Elevator Firm who owns a SUPERIOR.



DECREASE EXPENSE

Our catalogue and prices for a two cent stamp

SUPERIOR GAS ENGINE CO., Springfield, Ohio

GRAIN DEALERS JOURNAL

Published on the
10th and 25th of Each Month

by the
Grain Dealers Company

315 S. La Salle Street, Chicago, Ill.
CHARLES S. CLARK, Manager

SUBSCRIPTION RATES

To United States, Canada and Mexico one year \$1.50; two years \$2.50; one copy 10 cents.
To Foreign Countries within the Postal Union, prepaid, one year \$2.50; two years \$4.00.
A Red Wrapper on your Journal means your subscription has expired.

THE ADVERTISING

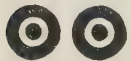
value of The Grain Dealers Journal as a medium for reaching progressive grain dealers and elevator men is unquestioned. The character and number of advertisements in its columns tell of its worth. If you would be classed with the leading firms catering to the grain trade, place your announcements in the Journal.

Advertisements of meritorious grain elevator machinery and supplies and of responsible firms who seek to serve grain dealers are solicited.

LETTERS

on subjects of interest to those engaged in the grain trade, news items and crop reports are always welcome.

Entered at the Chicago, Ill., Post Office as Second-Class Matter Aug. 5, 1898.



GOLD MARKS SIGNIFYING QUALITY OF CIRCULATION HAVE BEEN AWARDED THE GRAIN DEALERS JOURNAL BY THE AMERICAN NEWSPAPER DIRECTORY

CHICAGO, ILL., JULY 25, 1912.

THE LATE oats harvest is forcing shippers who sold for July delivery to wonder why they did so.

SHIPPERS who neglect to buy grain by the same grades they must sell it are not starting the new crop right.

BUCKETSHOPS continue to prey upon the unsuspecting bucolics of the east, but the middle west has been almost swept clean of these iniquitous institutions.

SHIPPERS should not forget the grain trade needs the enactment of the Pomerene bill, which is known as Substitute Senate Bill 6810. Tell your Congressman about it.

A SHIPPER who sells much grain his track, insists that shortages and discounts are always more frequent when the market is declining than when it is advancing. If anyone can explain *why*, all of our readers will be glad to hear from him.

BOYS are taking advantage of the vacation period to turn every elevator into a playhouse, and naturally some serious accidents are resulting. Elevator owners who are anxious to avoid damage suits are insisting that the boys stay out of their plants.

KANSAS farmers, distressed by the sagging price of wheat, are holding corner conventions and resolving not to sell their wheat at present prices, or to plant any more until the price goes up, all of which will have no influence whatever upon the markets, or upon their own actions.

IT IS generally admitted that certificates of grain inspection and certificates of weight should not be issued on one and the same piece of paper. They should be separate and distinct, preferably of different colored paper, and so clearly marked that even the dullest will never accept one for the other.

LATE RAINS have resulted in the marketing of much tough wheat, and buyers are complaining. Shippers who have driers will not suffer so much, as they can quickly drive out much of the moisture. Shippers having wheat containing onions can have it run thru the drier and then the garlic can easily be blown out.

ELEVATOR MEN of Illinois, Indiana, Ohio, Michigan and Kentucky do not expect to ship much wheat this year. Those who buy it will undoubtedly have to pay so much for it they can market it only among the millers at a profit. If the interior mills are to be kept running, they must have wheat, and most of them seem to feel that they must have home grown wheat.

THE ANTI-COTTON Futures Bill, which seems to have a number of friends in the lower house of Congress, is not likely to become law at this session, and many well posted men doubt that any legislation of this character will be enacted. If this restriction is placed on cotton trading, it will give the grain trade an opportunity of learning the power of Congress to regulate dealing in commodities for future delivery without suffering seriously itself.

A MISSOURI shipper asks in this number if it is customary for the dealers of a grain section to organize and cooperate to the promotion of their common interests. While such a move is always advisable, it is never brot about except by the earnest, active campaigning of those who understand and fully appreciate the great advantage of those engaged in the same line of business pulling together. So much of the grain surplus section is now unorganized as to cause many to doubt the value of association work. Yet those who know anything of the work of the existing associations are thoroly convinced of their great value to the trade. The dealers of the Northwest, of Michigan, Missouri and Nebraska, are wasting a great opportunity to promote the common interests of those engaged in the trade.

RECOGNIZING that the prevention and extinguishment of fires in flour mills and grain elevators rests solely with the owners and operators, the secretary of the Texas Mutual Ins. Co. is offering a liberal cash prize, as is noticed elsewhere in this number, for the best set of rules for guiding employes in the care of property, to the end that fires may be prevented and fire fighting apparatus be kept in prime working condition. The object is most commendable, and no doubt the agitation resulting will prevent some fires and reduce the cost of insurance to all patrons of the mill and elevator mutuals.

SHIPPERS who confirm their acceptance of track bids with the condition that "grain grading different from the specified grade shall be accepted at the market difference day of inspection" are entitled to have their confirmation returned promptly, unless the buyer expects to abide by this condition, which is as fair to one as it is to the other. It means that buyer shall be entitled to take a discount on the off-grades, but that he must pay a premium on the better grades, if one exists in the market on that day. Every shipper will recognize the fairness of this condition, and many buyers are agreeing to it.

THE WEIGHT certificate recommended by the Indiana Grain Dealers Ass'n., and reproduced elsewhere in this number, is a good one, in fact it gives all the essential particulars in regard to the determination of the weight of grain at shipping point which even the most punctilious claim agent could ask, and yet it gives no information which the claim agent or the consignee is not fully entitled to receive. The general adoption and use of such a certificate would bring home to the shipper more forcibly than has yet been done, the necessity of providing first class weighing facilities and maintaining them in perfect working order.

SEVERAL states now have employer's liability acts in force, and grain elevator operators are kept guessing as to their liability under the acts. Many promoters of liability insurance schemes are striving to stampede all employers into buying protective policies. Naturally property owners still have some confidence in their own rights and hesitate to encourage the sharpers by buying worthless insurance at a high price. Elevator men who feel the need of liability insurance owe it to themselves to patronize mutual companies, working in their own lines, or well established companies of clean record. State officials are still somewhat in the dark as to the exact limitations of the law, and insist that only court decisions can develop its true scope and meaning.

SCALE INSPECTION and repair service has become an established feature of association work, and most of the inspectors supply certificates showing the work done. The grain dealers of Northwestern Ohio have been quite fortunate in that their scale inspector has been commissioned a deputy state sealer, so that he is in a position to attach a state seal to scales found in perfect weighing condition. This should make his service of greater value and insure every dealer patronizing the association's scale inspection bureau.

A MICHIGAN shipper, who insisted upon having a strong car in which to load his grain, suffered a heavy loss, due to decline of market before he could get a good car. Inasmuch as he refused a number of worn out cars before loading any, it would seem that the railroad company had surely gone to considerable expense in an effort to supply his need, but that does not release it from damages due to the delay caused shipper. Many carriers, in their eagerness to increase the capacity of their cars, seem to have overlooked the necessity of building them stronger, in order to insure the safe transportation of grain to destination. The Wabash is in the hands of a receiver, and like other Gould lines, has never been well equipped. If the railroad companies insist upon shippers using the large cars, then shippers should in turn demand that they be supplied with leak-proof cars, so that their grain will not be wasted along the way.

THE DECISION of the Supreme Court of Kansas, denying the state's political grain inspectors the right to inspect any grain which did not pass into or out of a public elevator within the state, except upon request of the owner of the grain, should serve as a timely warning to greedy politicians in charge of other political grain inspection departments. The Kansas politicians were determined to hold up shippers, whose grain was inspected in Kansas City, Kan., for \$1.00 per car inspection fee and as many extras as they could possibly work in. Naturally they overreached themselves, and aroused the shippers of the west to such an extent that a strong fight was put up by the Kansas Grain Dealers Ass'n. Over \$20,000 will now be returned to shippers, who had their waybills marked "State inspection not wanted—sell by sample." It is doubtful if any of the political inspection departments can force their services upon shippers who do not value the service rendered by the inspectors. They do have power to inspect grain passing into or out of public grain storehouses, but few shippers order grain sent to such a storehouse. The Kansas Ass'n is indeed to be congratulated upon its persistent and successful fight. In the successful issue of its contest, shippers everywhere will find much encouragement to stand against extortion and to demand fair treatment.

SHIPPERS who sell grain for early delivery must not overlook the fact that the railroads have fewer surplus cars than at the beginning of any crop movement of recent years, in fact recent statements given out by the American Railway Ass'n show that the surplus is almost a minus quantity. Well posted railroad men of the grain surplus sections give every encouragement for an early car famine. The storage capacity of many of the grain centers has been so greatly reduced during recent years, that the prompt unloading of cars sent to these grain centers during a heavy movement cannot be expected.

FIRE ESCAPES FOR COUNTRY ELEVATORS.

Kansas legislators have enacted a law, which, according to the Attorney General of that state, will require every elevator of three or more stories in height to be provided with one or more metallic ladders or stair fire escapes on the outside wall, and the state factory inspector has ordered a number of elevator owners to equip their plants with such fire escapes.

Operators of country elevators spend very little time in the upper stories of their plant. During the last 25 years we have applied ourselves assiduously to the collection of information regarding fires and accidents in country elevators, but not once have we had any information to the effect that a man in the upper stories of an elevator had been burned thru his inability to reach the ground without injury. The only men who have been burned in grain elevators were working in large transfer and cleaning elevators, which were destroyed by dust explosions and the entire plant enveloped in flame so quickly that a dozen fire escapes would have been of no avail. However, fire escapes are provided on all the large elevators where men are employed on the upper floors, and that, too, without any law requiring it.

The factory inspector of Kansas may profit by forcing this unreasonable regulation upon the elevator owners, but it will serve no purpose other than to transfer money from the pockets of the elevator owners to the pockets of the makers of fire escapes. Inasmuch as the fire escape men are the only ones to profit by the deal, they must have been instrumental in having the clause, making the law apply to elevators, inserted in the bill without the knowledge of the author of the law.

Fire escapes are not necessary on country elevators in Kansas or elsewhere, and grain dealers must fight the grafters and the politicians, if they are to escape this exaction. The successful enforcement of the law in Kansas would insure the politicians of every other grain state attempting the same legislation.

WEED SEED IN KANSAS WHEAT.

It is very evident that the secretary of the Kansas State Board of Health has some very near friends who are in the milling business, as he has been induced to look upon "weed seed and other extraneous grain found in wheat" as an inexcusable offense against the laws of health and an adulteration under the Kansas Food & Drugs Act. The dear doctor gave no thought or study to the problem, when issuing his edict, so was wholly unaware of the fact that other grains and seeds might also be similarly adulterated, and the health of everyone be placed in jeopardy.

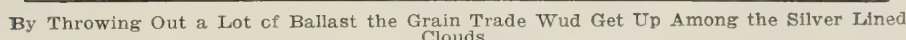
Being advised that "wheat can be so threshed and screened as to be practically free from weed seeds," he holds that the standards under the law do not permit the presence of weed seeds and other extraneous grain in *significant quantities*. He admits that it may be impossible to remove all of the weed seed, but rules that any more than half a pound of weed seed or other foreign matter to the bushel of *wheat* shall be considered an adulteration, and he promises to prosecute all adulterators in the courts. If he keeps his word, every wheat grower of Kansas will soon be summoned.

While this empty bluff of the secretary of the Board of Health can do no harm, it may have the effect of inducing farmers and threshermen to make a more earnest effort to remove the foreign matter complained of. If he does succeed in this, he will have performed a great service for the country grain buyers, few of whom have facilities for removing all of the seed and foreign matter complained of.

The farmer can do much toward reducing the percentage of foreign matter in his grain, by having his seed thoroly cleaned and then cutting weeds out of the fields in advance of his grain harvest. The threshermen can also do their part toward reducing the percentage of foreign matter. For years they have been paid upon the basis of so many bushels of bagged grain, and naturally it was to their interest and advantage to put as much screenings and weed seeds in the bags as possible, because they were paid the same for this foreign matter as they were for the good grain.

The ruling, so far as it applies to the country elevator men of the state, can have little force, because it is absolutely impracticable for the wheat handlers of the state to adopt chemical laboratory methods in preparing their grain for shipment. The doctor's ruling is in keeping with the sentiment prevailing in all states, favorable to pure foods and against adulterations of all kinds. Shippers, indeed, would be glad if farmers brot nothing but pure grain to the elevator, as it would greatly facilitate their handling it to advantage.

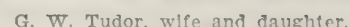
The shippers of some sections load so much weed seeds and screenings with their grain, it has been estimated that the freight paid on this foreign matter would more than pay 10% interest on a good cleaner for each elevator. The shipper, having paid grain prices for the refuse, hesitates to remove it. When he takes to buying grain by the same grade he must sell it by, then he will no longer hesitate to clean out all foreign matter and thus free his shipments from the charge of being adulterated. So many different agencies are at work in behalf of the marketing of pure grain that the trade must soon improve its facilities for cleaning both grain and seeds.



IT WOULD take more than an efficient credit bureau to keep many easy-going members of the trade from falling into the hands of sharpers. If all swindlers were shown up by the associations, the suckers would be just as plentiful. For the volume of business conducted, the grain trade suffers less from sharp practices than any other line of trade. If the firms indulging in dishonest practices were always shown up by the sufferers, with a full statement of the facts, they would soon have a reputation which would forbid anyone doing business with them. Too many members of the trade suffer in silence from the dishonest practices of others generally because they hope to secure a settlement.

Things are moving so fast nowadays that people who say it can't be done are interrupted by some one doing it.—The Philistine.

Western Maryland 25207 on side track at Bureau Junction, Ill., June 12, was leaking yellow corn at king bolt, drawbar and at one corner wall.—R. B. B.



Asked— Answered

[Readers who fail to find information desired on any subject of interest to grain dealers should send us their query for free publication here. The experience of your brother dealers is worth consulting. Replies to queries are solicited.]

HOW CAN SHIPPER OBTAIN DAMAGES?

Grain Dealers Journal: The Wabash R. R. Co.'s cars have a minimum loading capacity of 60,000 and 80,000 lbs. However, as its cars are in such bad condition, they will not hold this amount without leaking badly. Recently 13 cars were set out at my elevator before I got one that would hold grain, and even that one leaked 8:60 bus.

While I was trying to obtain a car which would hold my grain, the market went down about 6c a bu. Is there any way to collect damages for any portion of my loss?—Bert Youngs, Willis, Mich.

WHERE CAN POINTERS ON SHIPPING BE OBTAINED?

Grain Dealers Journal: I have long managed a country elevator for a line company and am thoroly familiar with the buying end of the business, but not having any experience in marketing grain, I am completely in the dark as to how it is done, or what difficulties would be encountered. I have long been engaged in grading purchases at country elevators, but I have yet to make my first sale, altho I expect soon to engage in the shipping business on my own account. I desire to avoid losing heavily in such transactions, and would greatly appreciate any pointers or suggestions.—T. P. Mates.

IS THIS SHIPPER ENTITLED TO PREMIUM ON "OR BETTER" GRAIN?

Grain Dealers Journal: Some time ago I sold over the telephone 9,000 bus. of 3 yellow corn, 2,000 bus. of 3 white corn, and specified, both in my conversation over phone and in written confirmation immediately thereafter, that any grain grading different from the specified grades should be accepted by the buyer at the market difference date of inspection.

Of my shipments 4,772 bus. graded No. 2, 1,122 bus. graded No. 4 and was discounted 3½c. 2,431 bus. or 2 cars were graded sample, one being discounted 10c, the other 13c. The balance of the corn graded No. 3. I accepted the discounts as gracefully as possible, and was amazed to find, when final statement of account was rendered me, that no premium was to be allowed me on the 4,772 bus. of No. 2 corn.

I do not care what is the method or practice of gouging shippers in any market. My written confirmation specified that any grain grading different from the contract grade should be accepted at the market difference day of arrival. If anyone can present a legitimate argument or excuse for buyer refusing to grant me a premium on the 2 corn, I would like very much to hear what it is. I maintain that

my proposition was a fair one. It was equitable. Hoping soon to see the views of others on this question, I am.—F. W.

SHUD SHIPPER PAY FOR INSURANCE?

Grain Dealers Journal: Recently I handled a car of corn for a country shipper on consignment and as the corn was out of condition the shipper gave me specific instructions to send it to the public elevator for handling. Sale was not made until corn was handled, loaded out and inspected.

I had paid his draft, and as is customary had the grain insured when ordered to the elevator, charging the cost of insurance to the shipper. Shipper complains that this charge is not correct, notwithstanding I was handling this strictly on a commission basis and acting as his agent in this transaction.

If there are any other public markets where this custom does not obtain and where the cost of insurance on consigned grain sent to elevator for shipper's account is not charged to the shipper I would be pleased to hear from them.—Yours truly, The Commission Man.

IS IT CUSTOMARY TO ORGANIZE?

Grain Dealers Journal: We would like very much to know if it is customary for grain elevator operators of surplus grain sections to organize associations and co-operate in the promotion of their common business interests and the elimination of trade abuses. Any light you can give us on this subject will be greatly appreciated.

We think grain commission merchants in central markets should refrain from bidding grain growers direct. When the grain elevator men spend their money to provide permanent facilities for handling grain, we feel they are thoroly entitled to handle all the grain shipped from the station.

Would it be better to organize the dealers located along one line of railroad, or extend the lines of the organization to include all the dealers of the state?—Barnett Elvtr. Co.

Ans.: Grain dealers the country over are more prosperous wherever they are organized. They are better posted, because they confer more frequently with their brother dealers, do more reading and hence conduct their business more intelligently, and

naturally more profitably. In some of the organized sections the dealers work on very narrow margins, but they do not foolishly indulge in expensive overbidding, hence a small profit is realized from nearly every shipment. It is but natural that dealers working together to improve trade conditions should receive greater consideration from everyone with whom they have to deal. Burdensome abuses in some sections bar the grain shippers from living profits. Nothing but near-sighted parsimony can keep the dealer of any grain section from co-operating to the promotion of their common interests.

NEW INSPECTION AT KANSAS CITY, Kan.

Peeved by the decision of the Kansas Supreme Court, denying the state inspectors the right to inspect any grain which did not pass into or out of a public grain storehouse in the state, Chief Inspector Gorden discharged all the deputy inspectors and weighmasters in Wyandotte County, on the grounds that no funds were available for the maintenance of the department. He had expected the \$20,000 he had extorted from shippers would go far towards paying expenses.

The officers of the Kansas Grain Dealers' Ass'n, recognizing the need of competent samplers and inspectors at Kansas City, Kan., immediately petitioned the Kansas City Board of Trade to establish a department for conducting that work. Equal to the occasion, the Board of Trade immediately engaged Mr. A. R. Ware, who for the last three years has been chief inspector at Port Arthur, Tex.

Mr. Ware's experience covers a period of 23 years. Before the Grain Sampling and Seed Inspection Department was established by the Chicago Board of Trade he began in the sampling and inspection business with R. P. Kettles, under the firm name of Kettles & Ware. When the department was authorized by the Board of Trade in 1904 Mr. Kettles was appointed chief and Mr. Ware his assistant, which position he faithfully filled until Sept. 1, 1907, when he was appointed chief inspector of the Board of Trade at Port Arthur, Texas, where the careless grading of grain had brought the market into such disrepute that the grain com'te determined to remedy conditions by securing a competent judge of grain. They came to Chicago and engaged the services of A. R. Ware.

When Mr. Ware left Chicago Mr. Kettles said: "Ware is one of the best in the business." "He leaves at his own request and our great regret," Hiram N. Sager, then president of the Board of Trade, remarked. Mr. Ware has proved worthy and his many friends wish him success in his new position. A portrait of Mr. Ware is reproduced in the engraving herewith.

The National Ass'n's uniform rules have been adopted, with few changes and the inspection fee reduced one-half. At a meeting of the Directory of the Kansas City Board of Trade July 23, it was decided to fix the fees at 50c per car for "in inspection." This applied of course to what is generally termed track cars. The fee for inspecting grain out of store has also been fixed at 50c, including the delivery of samples, or 35c where samples are not required. The fee for re-sampling of cars remains as before, 25c per car. Operation will begin July 29.

The department will not undertake to force its service upon any shipper who has his way bills marked "No inspection wanted." It is the purpose of the new department to draw samples of the grain in the yards, and have the grade placed upon the shipment in the central office.



A. R. Ware, Kansas City, Mo.
Chief Grain Insp. Board of Trade.

Our anger and impatience often prove much more mischievous than the things about which we are angry or impatient.
Marcus Aurelius.

Letters From Dealers

[Here is the grain dealer's forum for the discussion of grain trade problems, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal for publication. It may draw out the views of others.]

SPECIFIC COMPLAINT NECESSARY TO ASSIST INVESTIGATION.

Grain Dealers Journal: We note in your "Letters from Dealers" column in the July 10th issue of the Journal, a communication from W. B. Essick, Manley, Nebr., regarding interest charged in Kansas City.

We believed it manifestly unfair in you to print a communication of this kind. We have no personal knowledge of the particular cases that this man refers to, but if he has been overcharged in interest, or inspections, his complaint should first go to his commission man, then if not satisfactorily adjusted, to the Board of Directors of the Board of Trade. In printing such communications without investigation you are doing our market an injustice, as it stands to reason that our Board of Trade would not countenance any such methods as this man mentions, if proper complaint was made.

The writer is a member of the Board of Directors of the Board of Trade, and will be glad to see personally that Mr. Essick's complaint is referred to the proper authority for full investigation, provided Mr. Essick will give us specific data.—M. B. D.

ONE FLEEING ENUF.

Grain Dealers Journal: For the benefit of all hay shippers, we wish to warn them against any dealings with the Consolidated Hay & Grain Co., of Cairo, Ill.

We contracted to ship this company ten cars choice alfalfa at \$9.50 per ton, f. o. b. Filer, it to honor drafts for 80% on presentation. After shipping six cars, and only having one draft honored, we wrote it that we would not ship any more hay as it had not lived up to the contract. The company replied that so much damaged hay was coming to the Cairo market it was unsafe to advance money, but that all drafts would be paid on arrival of cars.

We did not ship any more hay. As soon as the cars arrived at Cairo, the Consolidated H. & G. Co. unloaded, and then wrote us to the effect that the hay was badly damaged, all but two cars. That it did not suppose it could get freight out of same and that we had better send a representative to look at the hay.

The writer upon making the trip found the hay in good condition and readily salable on the Cairo market. Mr. McDaniels informed us that he could only get \$15.00 a ton out of the hay and after paying the freight that would leave us \$2.50 per ton.

We took the matter up with Samuel A.

Hastings & Company, and after examining the hay they offered us \$21.00 per ton. When McDaniels refused to deliver the hay to us, they gave us every assistance in trying to get possession, or get a fair settlement, but as we couldn't get the matter into court until October, we had to settle at McDaniels' figures, and take a loss of about \$361.00 all told.

Others have received the same kind of treatment from McDaniels, and we trust that one fleeing will be enough for them as it is with us.—Yours very truly, Idaho Store Co., Per C. W. Case, Filer, Idaho.

ACCEPT RAILROAD WEIGHTS AT SAVANNAH; A CORRECTION.

Grain Dealers Journal: Our attention has been called to a letter from this city published on page 65 of your Journal of July 10th. The facts mentioned therein are correct in some particulars. The article states that Mr. Davis as Secretary of the Savannah Grain Exchange is "unskilled and unfaithful." The question of being Secretary of the Savannah Grain Exchange does not enter into the matter at all.

Mr. Davis is inspector of Hay & Grain for the Savannah Grain Exchange, as well as for the Board of Trade. His duties, as understood by the grain trade, are to furnish certificates as to grade, and at the same time to furnish the railroads weights, as all the roads here weigh the grain as discharged, on hand scales.

Should there be a discrepancy Mr. Davis is requested by either the shipper or buyer to reweigh at the expense of whoever makes the demand. In the case mentioned the error in weight was caused by the Seaboard Air Line R. R., and if shipper had asked for a reweight through his broker, who made the sale, there would have been no reason for an expense of more than one cent a sack. As soon as the Byrom Corporation was notified of the discrepancy in weight, Mr. Byrom and a clerk, without notice to their broker, came here and requested the S. A. L. to go over its weights, and the error made by the road was found. The oats were never reweighed as stated.

The suit against the grain inspector is entirely uncalled for, as the entire trade here understand the weights furnished by the inspector are the same as billed by the roads, the trade pays for his inspection, but if called on to reweigh also the cost of the labor employed. In above case the inspector was not called on to reweigh by either shipper or his representative, the broker.

The terms used in the charges "unskilled and unfaithful" cannot be proved, or upheld by the Byrom Corporation.

We purchased from them four cars of seed oats, as per sample, Mr. Davis, the inspector gave a certificate on one car as being musty and "no grade," which grading was, after examination by shipper, fully approved, and car ordered returned to shipper, he paying freight both ways. As will be seen the only case in which inspection was not the same as shippers originally, was fully approved, and shipper apologized for shipping such oats.

In our opinion, the shipper can attach no blame to the inspector, but to the road, or themselves for their haste.

Personally we are not interested in the case in any way, except in so far as to get the amount of oats we were to pay for.—Yours truly, J. E. Grady & Sons, Savannah, Ga.

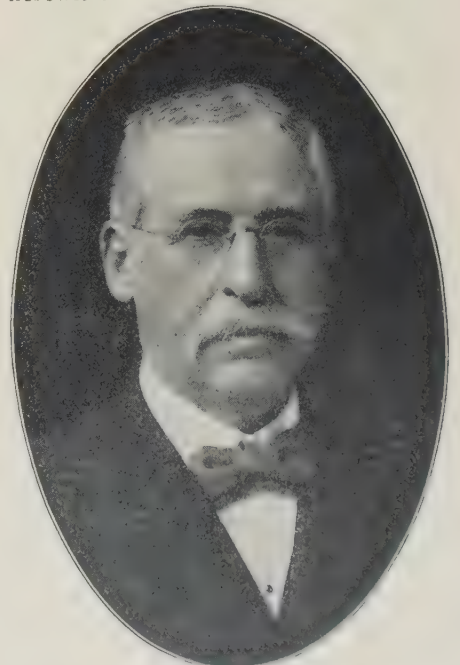
DEATH OF E. L. ROGERS.

E. L. Rogers, who was of all the commission merchants of Philadelphia, best known to the grain and hay shippers of the western states, died July 18 at Ocean City, N. J.

With his family Col. Rogers was spending the summer at that resort. When on the board walk he was seized by an attack of heart trouble, fell heavily and was dead when a doctor arrived and examined him.

Leaving the farm Mr. Rogers started in the grain business at the Quaker City 49 years ago, and after 42 years of uninterrupted success organized the present firm of E. L. Rogers & Co., with his son, Chas M. Rogers, H. C. McIntyre and M. P. Holland. He was one of the oldest members of the Philadelphia Commercial Exchange, having served as its president twice. He was one of the founders of the National Hay Ass'n and a former president of that organization. He was a member of the New York State Hay Dealers Ass'n and a director of the Seventh National Bank.

He was well-liked by all who knew him personally, and honored by the many who knew of him through business transactions. His death will come as a shock to his many friends. Mr. Rogers was 68 years old, and had been enjoying excellent health. On the very day of his death he was on the program to deliver an address at the meeting of the National Hay Ass'n, in Kansas City, but telegraphed his regrets the day before, giving indisposition as his excuse for not being present. He is survived by his wife, two daughters and a son, the latter being associated with him in business. A portrait of Mr. Rogers is reproduced herewith.



E. L. Rogers, Philadelphia, Pa. Deceased.

Crop Reports

Reports on the acreage, condition and yield of grain and field seeds, as well as on the movement to country markets, are always welcome.

IDAHO.

Filer, Ida., July 18.—Crop outlook never better; prospects for unusually large yield.—Idaho Store Co.

ILLINOIS.

Mt. Sterling, Ill., July 22.—No wheat; oats and hay fine; corn doing well.—Ed. Pendleton.

Galesville, Ill., July 7.—Crops looking fine, especially oats, which are ripening slowly and seem well filled; practically no wheat.—C. O. Price.

Van Orin, Ill., July 19.—Corn looking fine; oats crop biggest in years; farmers holding for better prices; no contract oats here.—H. G. Stauffer.

Springfield, Ill., July 22.—Oats fine; now being harvested; have never seen corn grow so fast as in last two weeks; almost no wheat.—Thos. Sudduth.

Custer, Ill., July 21.—Corn very poor; wheat a total failure. Very dry, need rain badly.—E. L. Davis, mgr. Berry & Breckridge Farmers Grain Co.

Eldena, Ill., July 23.—Oats promise exceptionally good quality and good yield; first car new oats delivered July 19. Corn making rapid progress.—F. C. Glessner.

Edgewood, Ill., July 17.—Corn good outside of wet weather; oats good quality, acreage small; wheat, hardly enough to pay for threshing; hay good quality, large crop.—Jos. Lieb.

Sheller, Ill., July 19.—Wheat not $\frac{1}{4}$ of a crop; just began to thresh and first two lots not fit for market; oats and hay looking good; corn also looking good but backward and weedy on account of wet weather.—H. H. Davis.

Osman, Ill., July 22.—Oats harvesting under full head; prospects for excellent yield; wheat scarce but what there is a fair crop, quality good; no threshing done yet, will commence next week; corn looks fine; no grain moving yet.—W. A. Colby.

Sidney, Ill., July 18.—Oats best in ten years; harvest in full force next week. Corn growing rapidly but poor stand and very uneven growth; may with favorable weather and late fall make fair crop; estimate at present 65% of a crop.—Rich & Blankenbaker.

Bushon, Ill., July 22.—Fair crop of oats; above ordinary; some field laid flat by storm, yet good crop will be harvested. Corn looks fine tho in need of cultivation that farmers cannot give it on account of rain; large percent late and weedy. Wheat almost a failure; what there is good quality; threshing in progress; yield 10 to 15 bus. per acre; last year yield was 20 to 46 bus.; not much wheat will be planted in fall; farmers discouraged and will plant alfalfa. No rye to speak of.—H. Z. O'Hair, prop. Grand Prairie Seed Farm.

INDIANA.

Huntingburg, Ind., July 10.—Wheat very poor; very short crop, about half a crop.—Louis Katterhenry.

Monon, Ind., July 24.—Oats fine; knocked down by rain yesterday. Good corn; heavy crop. No wheat.—J. R. Irons.

Cory, Ind., July 13.—Wheat very light, need rain to save what we have left; oats fine, fair acreage; corn prospects fairly good at present.—W. H. Moyer.

Valparaiso, Ind., July 22.—Oats cutting in full swing; looks like good crop. Corn good but very spotted; look for a deal of soft corn this fall.—J. C. Bauer, mgr. C. F. Davison.

Indianapolis, Ind., July 20.—Poorest wheat crop on record in recent years; biggest oats crop ever grown in state; normal corn crop. Estimated yields, corn, 160,000,000 bus.; oats, 73,000,000, and wheat, 10,000,000 bus. The wheat acreage is only 1,206,000 acres compared with 2,337,000 acres last year; yield will be about 8 bus. per acre and of low grade. Continued rains are preventing harvest in some sections.—M.

Indianapolis, Ind., July 20.—Record crop of oats in Wayne Co.; little damage by rain. Corn growing well; hundreds of acres destroyed in Pike Co. by overflow

of river. Oats and corn on the higher lands looking fine; wheat molded in the shock, less than 40% of a crop. Corn growing rapidly in Rush Co.; prospects for good crop if rain ceases; weeds thick and farmers unable to get into field and save corn on account of wet ground. Wheat in Bartholemew Co. a failure; loss \$500,000.—F.

IOWA.

Nevada, Ia., July 20.—Corn will be a good crop with us.—R. A. Frazier.

Patterson, Ia., July 10.—Good rain last night helped corn; wheat harvesting $\frac{3}{4}$ done; quality good but acreage small.—G. A. Potter & Son.

Everly, Ia., July 23.—Oats harvest in full blast; heavy straw and well filled; bumper crop. Barley and wheat good crop.—F. W. Roberts.

Millford, Ia., July 17.—Exceptionally good crops; largest crop of oats in years; wheat pretty good, some green joint working; corn good but backward.—K. S. Myers.

Wright, Ia., July 11.—Corn 10 to 15 days late; no threshing yet but estimate wheat 20 bu. to acre; rye, 22, and oats, 27; too dry and hot for oats, lots of light weight oats.—D. K. Unsicker.

Dodge City, Ia., July 22.—Six farmers who have 7,000 acres of wheat this year met on the street this morning and when it was learned that wheat was down to 77c, one of them suggested that they at once organize and if the price did not hold at 85c or better, to put in only $\frac{1}{4}$ acreage this year. Five of the farmers mentioned are members of the Farmers Union and they at once started calls for a meeting of every union in the country to take action. Ford county will control the world's supply of wheat.—W. P. Kleson, mgr. Farmers Elvtr. Co.

KANSAS.

Abilene, Kan., July 16.—Wheat is moving; good quality; testing 60 to 62 lbs.; yield not large.—D. Sommer, mgr. Farmers Co-op. Co.

Lost Springs, Kan., July 17.—Threshing has commenced; some wheat testing 62 lbs., but some only 52.—J. A. Coffman, mgr. Farmers Union No. 385.

Sylvan Grove, Kan., July 22.—Wheat better than expected; 18 to 32 bus. per acre; fine quality; testing 60 to 62 lbs.; best crop in 10 years.—Latto & Robinson.

Darimouth sta., Great Bend p. o., Kan., July 19.—First new wheat July 15, tested 62 lbs., 20 bu. to acre average, better than expected; corn in good condition, just beginning to tassel; need rain soon.—J. Degarms, agt. Wolf Mlg. Co.

KENTUCKY.

Parksville, Ky., July 18.—Wheat good, but threshing delayed on account of much rain; oats and corn promise good crop.—J. J. Cozatt.

MICHIGAN.

Big Rapids, Mich., July 17.—Beans a large crop; rye light.—Darrach Mlg. Co.

Grass Lake, Mich., July 17.—No wheat here this year.—C. E. Wolfinger, mgr. Grass Lake Elvtr. Co.

Addison, Mich., July 15.—Wheat very poor; oats fairly good; corn backward.—Addison Flouring Mill Co.

Clarkville, Mich., July 18.—Wheat late; oats big acreage, looking well; beans will be big crop.—E. F. Cool & Co.

Ubley, Mich., July 18.—Wheat and oats looking fine; beans not up to average; rye light crop.—A. J. Coran, mgr. Ubley Grain Co.

Willis, Mich., July 23.—Will not have over 4,000 bus. of wheat; expect about the same amount of rye and buckwheat.—Bert Youngs.

Marcellus, Mich., July 18.—Wheat outlook 20% of normal; harvest three weeks late; oats 100%; corn 90%.—Floyd Burlington.

Linden, Mich., July 13.—All crops looking well except wheat which is unusually poor; oats splendid; raining today, will help them to fill; beans a good stand, good acreage.—T. J. Winget & Son.

West Branch, Mich., July 17.—Will not ship any oats and very little wheat; wheat (white) badly rusted, will be light; hard red stood winter better; corn poor stand and two weeks late.—Edw. E. Evans.

MINNESOTA.

Lake City, Minn., July 14.—Have been having copious rains and crops are booming.—F. W. Phelps.

Minneapolis, Minn., July 18.—Climatic conditions perfect for crops in Minnesota, North Dakota and South Dakota; no evi-

dences of black rust; harvesting of rye and barley now in progress. A few early oats cut; wheat in southern territory ready harvest July 25, in central section by Aug. 1.—The Van Dusen-Harrington Co.

MISSOURI.

St. Louis, Mo., July 18.—Corn in fair condition; some wheat drowned out and smothered.—Chas. E. Prunty.

Westboro, Mo., July 23.—Corn two weeks late; looks good; wheat good, turning out better than expected.—McKee Bros. & Co.

Columbia, Mo., July 20.—Corn and oats out of sight; wheat 60% of crop, $\frac{1}{4}$ plowed up; farmers hard up and free sellers of wheat.—Boone County Mill & Elvtr. Co.

Sedalia, Mo., July 20.—The acreage of wheat is about 25% less this year than last, yet the yield is about 20% per acre better than that of last. The acreage of oats is about 50% and promises a fairly good yield. Corn promises a bumper crop providing we get sufficient rain. This section is needing rain very badly at present. The acreage is about 10% greater this year than last.—Archias Seed Store Corporation.

MONTANA.

Roundup, Mont., July 20.—Crop prospects good.—W. P. Ladd.

Laurel, Mont., July 19.—Grain looking the best ever; prospects for lots of wheat from this point.—W. R. Westbrook.

Ryegate, Mont., July 16.—Our principal crop is turkey red winter wheat and we have a good one this year.—J. A. Black.

NEBRASKA.

Farwell, Neb., July 10.—Grain will be small crop.—Ignac Pawlowski.

Creighton, Neb., July 18.—Had a heavy rain last night, needed it, ought to have good corn now; oats light account of dry weather.—Louis E. Mann.

Staplehurst, Neb., July 18.—Nice rain last night; corn late but fair; wheat will make 10 to 12 bus. per acre.—J. J. Brown, mgr. Staplehurst Grain Co.

Hooper, Neb., July 20.—Small grain looking fine; winter wheat threshing 18 to 20 bus. per acre, testing 65; best crop for years. Corn in fine shape but needs rain.—H. J. Shaffer, mgr. Henry Roberts.

NORTH DAKOTA.

Chaffee, N. D., July 12.—Crops never looked better; rye and barley cutting will start next week.—E. A. Harseim.

Buffalo, N. D., July 19.—Crops looking fine; rye and early barley will be cut next week.—N. B. Davis, mgr. Farmers Elvtr. Co.

Blabon, N. D., July 19.—Crop prospects good; looks as tho we wud reach the 1,000,000 bus. mark.—J. C. Walter, mgr. Farmers Elvtr. Co.

Mott, N. D., July 20.—Crops fine. Wheat will make 20 to 25 bus.; oats 40 to 60 bus.; flax 12 to 18 bus. No poor crops this year.—L. V. Duncanson.

Cando, N. D., July 15.—Crops still in fine condition; some talk of red rust but do not think it serious unless rainy weather continues.—Cando Flouring Mills.

Cogswell, N. D., July 13.—Crop conditions ideal; best prospects for 15 years; farmers cutting rye; barley ready in 10 days.—I. W. Overton, mgr. Independent Elvtr. Co.

OHIO.

Pittsburgh, O., July 18.—Very little wheat; splendid outlook for oats; cutting will start next week; fair prospect for corn.—Union Grain Co.

Versailles, O., July 20.—Wheat almost a total failure; oats bid fair to make record breaking crop; corn in thriving condition will make 75% of a crop.—W. C. Hile.

Marie Stein, O., July 23.—Wheat all cut; short crop; quality poor; much fit only for chicken feed. Oats mostly lying flat on ground; hard to cut. Corn doing fine; if late fall will come out o. k.—Henry Kramer.

Dayton, O., July 17.—No movement of new wheat yet; not enough raised for fall seed; lots of rain, if it continues wheat will spoil in field. Weather fine for growing crops; big crop of oats; corn late and irregular.—O. L. Hull, sec'y-treas. Gebhart Mlg. Co.

Columbus, O., July 1.—Wheat prospect compared with normal yield 43%; damaged by joint worm 3%; estimated area for harvest 1,079,894 acres; estimated yield 7 bu. per acre; total production 7,000,000 bus., about $\frac{1}{5}$ of 1911 crop. Barley prospect 85%; rye 78%; oats 98%; estimated

area 1,877,921 acres, total production 55,210,887 bus., compared with an estimated production of 46,442,742 bus. in 1911. The present oats area exceeds last year by 470,000 acres. Corn area estimated at 3,197,884 acres compared with 3,048,194 acres in 1911, or 105%; condition 77%; damage by cut worm 7%, by white grub worm 4%. The corn area shows increase of 5%; crop growing very irregular on account of poor seed and backward season.—Ohio Dept. of Agri.

OKLAHOMA.

Jenks, Okla., July 20.—This year's crop will barely supply home consumption.—J. F. Wulff.

Oklmulgee, Okla., July 23.—Continuous dry weather cutting corn crop down; have, however, escaped hot winds.—J. D. Cary, Okmulgee Mill & Elevator Co.

SOUTH DAKOTA.

Mansfield, S. D., July 19.—Crop conditions promise good business for all.—J. G. Smith, mgr. Farmers Elevator Co.

Milbank, S. D., July 18.—Crops simply elegant; farmers cutting barley and rye.—H. A. Riley, mgr. Empire Elevator Co.

Volga, S. D., July 18.—Crops doing well; expect prosperous year. Harvest has commenced and farmers in good humor over prospects of good yield.—Geo. O. Cotton, sec'y Dyball & Cotton Elevator Co.

Elk Point, S. D., July 19.—Fine rain here last night, first in 36 days; very dry but crops are good except late planted corn; winter wheat will yield 20 to 35 bus., but is not very good color on account of hot dry weather.—C. E. Fitz Simmons, agt Fields & Slaughter Co.

TEXAS.

Fort Worth, Tex., July 20.—Corn in black lands will make fair crop; estimated yield for the state 150,000,000 to 175,000,000 bus.; other crop conditions unchanged.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

Ft. Worth, Tex., July 11.—The crop of both wheat and oats in Texas is a dandy. In nearly all parts of the state the wheat is turning out much better than anticipated and I believe that in the central and northern part of the state the yield per acre will average more than 20 bus. We have the largest oat crop in the history of the state, and we are also going to make a good corn crop. This is one year that Texas will have to buy but very little grain and feed stuff in the northern markets.—G. J. Gibbs, sec'y Texas Grain Dealers Ass'n.

WISCONSIN.

Madison, Wis., July 1.—Conditions of growing crops in the State, compared with May conditions, show a slight falling off. Conditions of the principal crops in the Northern Division are as follows: Winter wheat, 88%; spring wheat, 87%; winter rye, 88%; spring rye, 89%; barley, 88%; oats, 87%; corn, 81%. Central Division: winter wheat, 91%; spring wheat, 84%; winter rye, 89%; spring rye, 83%; barley, 88%; oats, 86%; corn, 77%. Southern Division: winter wheat, 87%; spring wheat, 86%; winter rye, 91%; spring rye, 86%; barley, 91%; oats, 91%; corn, 77%. Weather conditions not favorable for corn; in some localities considerable damage done by cut worms; counties showing largest acreage of corn have an average of 77%.—State Board of Agri.

FOREIGN CROPS.

Rome, Italy, July 22.—The International Institute of Agriculture, Rome, reports to

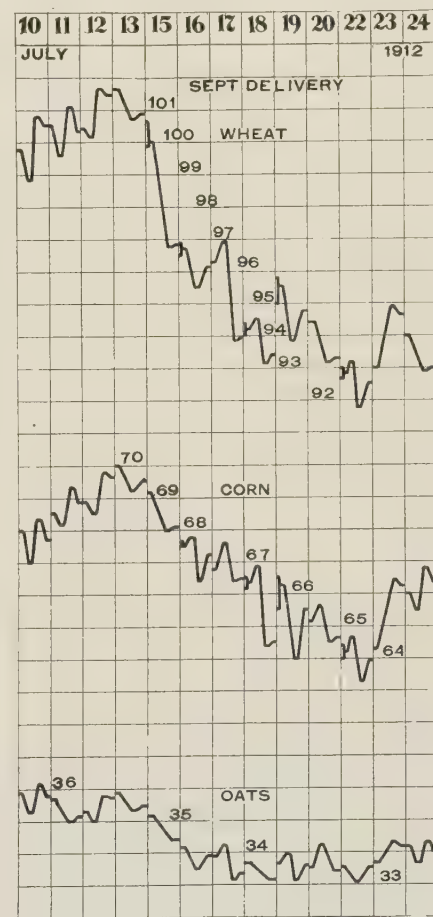
the United States Department of Agriculture:

For the group of countries dealt with in the July Bulletin of the Institute the total wheat production this year is estimated to be 96.2% of the quantity produced last year, which was 1,577,333,000 bus.

For Hungary (including Croatia and Slavonia) the production of wheat is estimated at 187,264,000 bus.; rye, 59,900,000 bus.; barley, 70,399,000 bus. For Hungary (not including Croatia and Slavonia), oats, 80,615,000 bus. For Italy, production of wheat, 174,533,000 bus.; oats, 31,693,000 bus. For Belgium, production of oats, 44,005,000 bus.

Chicago Futures

Opening, high, low and close on wheat, corn and oats at Chicago for two weeks are given below. For complete collection of similar charts back ten years see the Journal's Chart Book.



DAILY CLOSING PRICES.

The closing prices of wheat and corn for September delivery at the following markets for the past two weeks has been as follows:

SEPTEMBER WHEAT.

	July 10	July 11	July 12	July 13	July 15	July 16	July 17	July 18	July 19	July 20	July 22	July 23	July 24
Chicago	100 1/4	100 1/4	101 1/4	100 7/8	96 3/4	96 1/4	93 3/4	93 3/4	94 3/4	93 1/4	92 1/2	94 5/8	93
Minneapolis	101 1/8	101 1/8	102 1/4	101 1/4	97 3/4	96 7/8	95 1/4	94 3/4	96	94 5/8	94	97 1/8	91 3/4
Duluth	102	102	103	102 1/4	99	98 1/4	96	95 3/4	97 1/4	95 7/8	95 1/4	98 1/4	96
St. Louis	99 1/4	99 1/4	100 1/4	100 1/4	96 1/4	95 3/4	94 1/4	93 1/4	94 3/4	93 1/4	93 1/4	94 1/4	93 1/4
Kansas City	94 1/4	94 1/4	95 3/4	95 3/4	91 3/4	90 1/4	88 5/8	88	89 1/4	87 7/8	87 1/4	89	87 1/4
Milwaukee	100 3/4	100 3/4	101 1/4	101 1/4	97 1/4	96 1/4	94 1/4	93 1/4	94 3/4	93 1/4	92 1/4	94 5/8	92 3/4
Toledo	109 3/4	109 3/4	111 1/4	111 1/4	107 1/4	105 3/4	103 3/4	103	104 1/4	103 1/4	102 5/8	104 5/8	103 1/4
New York	106	105 3/4	106 3/4	106 1/4	103 1/4	102 1/4	100 1/4	100 1/4	101 1/4	100	100	101 1/4	100 1/4
Baltimore	101 1/4	102 1/4	103	103	101	99 1/4	99 1/4	98 3/4	99 1/4	99	97 1/4	99 1/4	94 3/4
Winnipeg	95 3/4	95 3/4	96	95 3/4	93 3/4	93 3/4	92 3/4	93 3/4	94 1/4	93 3/4	93 3/4	95 3/4	94 3/4
Liverpool	103 3/4	104 1/4	104	104 3/4	104 1/4	102 3/4	103 3/4	102 3/4	104 1/4	104	103 3/4	104 3/4	101 3/4
Budapest	126 1/4	126 1/4	124 1/4	124 1/4	125 3/4	125 3/4	125 3/4	125 3/4	125 3/4	126 1/4	127 3/4	127 3/4	127 1/4

SEPTEMBER CORN.

	July 10	July 11	July 12	July 13	July 15	July 16	July 17	July 18	July 19	July 20	July 22	July 23	July 24
Chicago	68 5/8	68 5/8	69 5/8	69 1/2	68	67 1/4	66 3/4	64 1/2	65 1/2	64 5/8	63 7/8	66 1/4	66 1/4
*Baltimore	78	76	77	77	77	76 1/2	76 1/2	76	76	76	75	76	76
Kansas City	66 1/2	66 1/2	67	67 1/4	66 3/4	65 3/4	65 1/4	63 3/4	64 1/2	63 1/2	62 7/8	65	65
St. Louis	68 5/8	68 5/8	68 7/8	69	67 3/4	66 5/8	65 7/8	64 1/2	65 1/8	64 1/2	63 7/8	66 1/4	66 1/4
Liverpool	63	64	63 3/4	61 7/8	63 3/4	63 3/8	64 1/4	63 1/2	64	63 3/8	63 1/2	64 1/4	63 7/8

†Oct. delivery. *Spot.

New Orleans Receipts and Shipments.

Receipts of grain at New Orleans for the crop year ending June 30, 1912, as reported by H. S. Herring, sec'y of the New Orleans Board of Trade were as follows: Wheat 667,000 bus., corn 4,858,000 bus. and oats 1,912,000 bus. Shipments during the same period included 817,131 bus. of wheat, 3,691,908 bus. of corn and 64,041 bus. of oats.

Richmond Receipts.

Receipts of grain at Richmond, Va., during the 12 months ending June 30, 1912, compared with the receipts for the crop year ending June 30, 1911, as reported by Y. E. Booker, sec'y of the Richmond Board of Trade, have been as follows:

	Receipts, bus.	
	1911-12.	1910-11.
Wheat	2,035,865	1,548,742
Corn	2,596,118	2,605,700
Oats	2,763,905	2,441,612
Rye	123,364	86,942

Minneapolis Receipts and Shipments.

Receipts and shipments of grain at Minneapolis during the 12 months ending June 30, 1912, compared with the crop year ending June 30, 1911, as reported by John G. McHugh, sec'y of the Minneapolis Chamber of Commerce, have been as follows:

	Receipts, bus.		Shipments, bus.	
	1911-12.	1910-11.	1911-12.	1910-11.
W't	96,889,890	90,775,010	25,543,940	20,866,320
Corn	5,838,320	9,847,870	3,441,490	5,796,000
Oats	10,783,880	18,601,180	10,276,770	13,829,720
B'l'y	19,201,590	18,946,940	16,081,370	15,852,090
Rye	2,454,530	1,518,200	945,010	881,980
Flax	8,251,680	5,591,050	1,621,730	1,001,800

Pittsburgh Receipts and Shipments.

Receipts and shipments of grain at Pittsburgh, Pa., during the 12 months ending June 30, 1912, compared with the crop year ending June 30, 1911, as reported by O. C. Alexander, supt. of the Pittsburgh Grain & Flour Exchange, have been as follows:

	Receipts, bus.		Shipments, bus.*	
	1911-12.	1910-11.	1911-12.	1910-11.
Corn	2,119,000	2,730,300	2,495,000	2,180,200
Oats	7,593,900	7,636,400	6,075,100	6,105,400
Rye	558,000	446,000	446,400	356,800

*Estimated.

Peoria Receipts and Shipments.

Receipts and shipments of grain at Peoria, Ill., during the 12 months ending June 30, 1912, compared with the crop year ending June 30, 1911, as reported by Jno. R. Lofgren, sec'y of the Peoria Board of Trade, have been as follows:

	Receipts, bus.		Shipments, bus.	
	1911-12.	1910-11.	1911-12.	1910-11.
Wh't	1,516,522	1,224,532	1,183,929	2,435,598
Corn	17,988,756	17,612,649	12,274,187	12,435,398
Oats	7,395,306	7,781,573	10,076,199	10,693,342
B'l'y	2,197,612	2,568,717	967,880	1,141,668
Rye	283,770	276,898	113,774	62,217
Seeds*	915,000	1,425,000	848,700	1,625,000

*Lbs.

Cincinnati Receipts and Shipments.

Receipts and shipments of grain at Cincinnati during the 12 months ending June 30, 1912, compared with the crop year ending June 30, 1911, as reported by Wm. Culkins, supt. Chamber of Commerce, have been as follows:

	Receipts, bus.		Shipments, bus.	
	1911-12.	1910-11.	1911-12.	1910-11.
Wh't	2,824,322	4,459,404	1,811,569	3,974,600
Corn	9,365,104	9,480,234	5,597,774	6,704,251
Oats	5,941,731	7,278,543	3,285,027	5,002,390
Barley	469,830	666,702	21,251	13,514
Rye	643,692	735,743	260,769	340,719
Flaxseed	1,146	807	390	600
Clover seed	33,033	44,164	28,460	42,747
Timothy seed	35,032	43,474	20,837	34,162

SUBSTITUTION OF TONNAGE AT TRANSIT POINTS.

The Interstate Commerce Commission, in its decision recently made public, gives detailed suggestions to carriers on the policing of transit shipments to prevent abuses of the privilege found to exist by the Commission's investigators. The report of the Commission follows, in part:

As regards the handling of grain, there has been but little improvement. The result is that today we find a condition whereby dealers and millers of grain and grain products, located in different parts of the country and competing with each other, are now subjected to transit rules and policing thereunder so diverse in character as to produce grave inequalities.

Many of the great grain-carrying roads of the northwest, where the grain tonnage is very large, have left the matter of transit privileges open to unlawful practices by the shipper in defiance of the law, and it may be added that the investigations of the Commission disclosed the existence of almost universal unlawful practices in this territory.

The grain business of the country is one of vast proportions and involves millions of dollars in revenues to the carriers. In transporting the grain and its products from the fields of surplus production to the consumers of the south and the populous east, and for export, practically all of the carriers in interstate commerce participate. There is competition among them in the handling of this immense tonnage; this and probably other considerations have produced a marked diversity of views as to what transit rules and regulations should require.

In order that the Commission might have before it all sides of the question, it detailed a force of its examiners of accounts to investigate in various sections the conditions under which transit privileges are operative. This investigation covered the country quite generally and thoroly. Violations of the law include the following practices:

The illegal transfer of billing to a shipper who is not entitled to a transit privilege thereon; illegal transfer of grain not accompanied by the proper billing and the application to such grain of illegal transit; the according of transit to a shipment which under the tariffs should be "representative" of the inbound movement, but which was not so "representative"; according transit to shippers far in excess of their transit credits; the permitting of retention of billing after grain had been disposed of; the movement of transit and nontransit articles in the same carload without tariff authority therefor; the use of transit after the expiration of time limit named in the tariffs; the using of expense bills covering grain destroyed by fire on other grain; the substitution of the products of one kind of grain for the products of another kind of grain; the according of transit privileges on nontransit ingredients of mixed feeds; the illegal use of surplus billing accumulated by reason of the difference between the actual weights and the minimum weights of the inbound movement, also accumulated by less-than-carload nontransit movements out, by movements to nontransit points, by local consumption, by movement out by water, by loss of grain in transit, and by shrinkage; the plain substitution of one grain for an entirely different grain; the movement out, pound for pound, of products which could not have been derived from the inbound grain, and with no allowance for offal; and

the palpable manipulation of billing and defeating the rates in cents per 100 pounds.

Carriers should initiate their own rules. However, after two elaborate investigations into the subject and several years of observation, we are convinced that there are certain fundamental restrictions that should be placed upon the extension of these privileges, and that we should therefore carefully weigh all considerations and enter an order requiring the respondents to incorporate in their tariffs naming transit privileges, such restrictions as we find shall be necessary in order to safeguard the application of the tariffs.

At the outset we have been confronted with the contention that the only substitutions which are regarded as unlawful are those that defeat the rates. There are, of course, substitutions which defeat the rates and substitutions which may not. As a broad general proposition we hold that all substitutions are a violation of the law and must be eradicated or minimized to the last degree.

The business man who employs the transit privilege looks upon it as a useful and in many cases as an exceedingly profitable practice. Indeed, we recognize that in most instances transit is now a commercial necessity, because of its almost universal application and on account of the development which certain lines of business have taken entailing heavy investments.

There is only one way to minimize violations of the law at transit points and that is by the adoption of unambiguous rules and the proper policing thereof to reduce the opportunity for such violations.

We are told that our rule against substitution of white corn for yellow corn at a transit point should be rescinded, because there might be substitution of white corn for white corn that would violate the tariff. Similar criticisms have been insistently advanced with respect to other views which we have expressed on the subject.

It will not do to say that a particular regulation is burdensome and unnecessary because the practice which it prevents might not defeat a thru rate.

Grains of Different Colors. Manifestly such substitution as corn of one color for that of another, or spring wheat for winter wheat, or of other commodities analogous only by their comprehension under a generic term, is in accord neither with the spirit of the law nor the theory under which transit is extended. However, it sometimes happens that grains of different kinds may move into a transit point under the same transit rates, and such commodities, after being there milled, mixed, or otherwise subjected to treatment, move out to their final destination on the balance of the through rate which is the same for the mixed commodity as would obtain had they moved separately.

Identity of Grain in Elevator Need not be Preserved. Under these conditions the published rates are in no wise defeated, and no preference is extended to one shipper over another. This we do not regard as a substitution, and in our opinion the practice, if properly policed, is not in contravention of the principle of the act. Where a commodity must of necessity lose its actual identity, as in the case of grain going into an elevator, it would be absurd to say that such identity must be preserved. Nor do we think this view properly subject to such interpretation as may be violative of the law, for it is incumbent alike upon shippers and carriers to see that there is actually on hand at the transit point sufficient and proper inbound tonnage to justify the outbound movement.

The duty to properly and effectively po-

lice its transit privileges devolves primarily upon the carrier, and the interposition of no agency can relieve it of that responsibility. However, experience has demonstrated that because of negligence, inefficiency, pressure or other causes, or the enormity of the task, every station agent can not be relied upon adequately to assume the role of inspector, and bureaus have been established charged with the performance of this policing. We believe this to be the most practicable system yet devised and are inclined to favor its general adoption.

The representative of the railroad delivers and receives the grain or products at a transit point, to and from the transit house. The carrier, through its inspection bureau, must follow the commodity taking transit throughout its pause at the point of transit. It remains an article of interstate commerce as long as it is subject to a transit tariff, and this period must be continuous. It therefore follows that the records of the transit house, in so far as they are subject to the tariff rules, are railroad records as defined in section 20 of the act, and are subject to the control and inspection of both the respondents and the Commission. In order that both the commodity and the records of the transit house shall be properly policed, the carrier and the representatives of the Commission must have access at all times to the transit house, its contents, and its records, if the transit house contains any portion of a commodity upon which a transit privilege may be claimed. If the identity of the grain is lost in the transit house, its proper policing requires information concerning the entire contents of such transit house. It is our conclusion upon the record that the rules shall provide that at the time of each shipment certificates shall be furnished by those shipping out of a transit house as to whether or not the commodity is entitled to a transit privilege, and also whether the commodity has or has not theretofore been accorded a transit privilege, and if any commodity entitled to a transit privilege has been mixed with the contents of a transit house, such certificates shall be furnished as to each and every shipment therefrom. This requirement is vital for the proper application of both the inbound and outbound rates, and also for the proper cancellation of surplus billing.

Surplus Billing. Our inquiry has disclosed in many instances large amounts of surplus billing on hand, which were speedily canceled when our representatives appeared upon the scene. Where a transit house has surplus billing on hand for several million pounds of grain which has disappeared from its possession, as was disclosed in several instances by the Commission's inquiry, it is clear that the commodity has not been policed by the carrier in accordance with its plain duty.

Upon the basis of our investigations it is our opinion that there shall be required a daily report from the transit house to the policing authority which should show at the close of business each day a classification of receipts and shipments of the total movement into and out of the transit house, if any of the commodity contained therein is to be accorded the right of transit. This report should show all tonnage handled through the transit house as follows: All grain and grain products handled, point of origin of the grain and destination of the product, and whether received or forwarded by rail, boat, wagon, or otherwise, which record must clearly show, in pounds, separately: Grain received by rail; grain received by boat; grain received by wagon; grain transferred



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from elevator to mill; grain products forwarded by rail (local or nontransit); grain products forwarded by boat (local or nontransit); grain products disposed of locally (by rail or wagon); grain products forwarded by rail (transit); grain products forwarded by boat (transit); grain products transferred; total tonnage on hand.

Daily Cancellation of Billing. It is necessary for the rules to require that there shall be recorded with the policing authority all paid expense bills within a reasonable time after the shipment has been received. This record is further necessary to advise the bureau of the transfer of tonnage from one house to another. It is our further conclusion that the rules must require that the surplus billing, that is to say, all billing which does not represent grain actually on hand, shall be canceled absolutely at the close of each day. This daily cancellation down to the basis of stock on hand is vital and we shall insist on a literal adherence thereto.

Billing to Describe Grain. Our investigations disclose that unlawful practices result from the failure of the carriers to require the railroad billing upon which the traffic moves and upon which charges are collected to show in sufficient detail the exact character of the commodity transported. It is our conclusion that the railroad billing shall show sufficient detail to prevent unlawful substitution. That is to say, the billing should state whether white corn, yellow corn, mixed corn, white oats, red oats, mixed oats, hard wheat, soft wheat, etc. Where the billing does not show this information, it must be obtained by the owner in certificate form from some proper authority, or other satisfactory evidence must be furnished the carrier at or before the time when the commodity or its products are forwarded. It is our further conclusion that the outbound billing should show full reference to the inbound billing.

Time Limit. Upon the facts disclosed of record in this case, we are of the opinion and find that in order to prevent unlawful practices the tariffs shall contain a rule prohibiting the application of a transit privilege upon presentation of expense bills after a period of twelve months from the date of said expense bills.

The important thing in this connection, however, is that the expiration of the time limit prescribed in the tariffs means that the commodity has then become localized; that all transit privileges accorded to the commodity shall absolutely cease, and that full local rates, commodity or class, shall be assessed for any movement of the commodity whatsoever. Furthermore, the rates theretofore collected upon the commodity shall after the expiration of the stated period be corrected to the basis of a movement wholly separate and apart from any idea of associating said movement with a transit privilege. In other words, the rates shall then be the local rates both into and out of the point of transit.

Ratio of Products. The general average of the ratio of products that may be derived from a given quantity of grain of a particular kind when put thru milling process is well known, as was demonstrated upon the recent hearings. The respondents and millers should take due and proper notice of these average ratios. From the necessities of the case a certain amount of leeway must be permitted in this regard which from our knowledge of the situation we think can temporarily be left with the policing authority, and we shall at this time refrain from ordering arbitrary divisions of grains into products.

In order that this important feature of transit shall not place undue restraint upon

one section of the country or operate to the disadvantage of the smaller millers, and for the purpose of securing that uniformity of regulation to which the milling industry of the country as a whole is entitled and which it is our present aim to substantially prescribe, we find that the respondents should be required to embody in their tariffs a rule requiring the policing authority to daily balance the outbound movement of products against the inbound movement of the grain upon the basis of the well-known average ratios of the products to the particular grain, the actual divisions to be balanced at intervals not less than four times a year, quarterly. The millers will then know from the tariffs themselves that their billings will be canceled to correctly represent the weight of the grain from which the products could have been manufactured, and the responsibility will then rest directly upon the policing authority.

Mixed Feed. We are of the opinion that the same general principles as to the balancing of the material or grain account against the products moving from the transit point shall apply uniformly to mixed feeds, based upon a knowledge of the industry. This question of mixed feeds has been recently passed upon in the Memphis case, wherein it was held that when a commodity was manufactured from materials more than 20% of which was of nontransit material, it should no longer be entitled to transit privilege but should be considered a separate and distinct commodity and take a rate specifically prescribed therefor from the transit point. This disposition of the mixed-feed question greatly simplifies the application of transit thereto.

In assessing rates upon mixed feed to and from the point of transit, it shall be proper to assess the rates upon the portion of the tonnage lawfully entitled thereto under the tariff upon the basis of the transit privilege, and the balance, if the shipment moves in carload quantities, may be assessed at the local carload rate from the transit point.

Cancellation of Billing for Loss of Weight in Treating Grains. In certain transportation territories the rules provide that in the milling or treating of grain arbitrary deductions shall be made for what is termed the invisible loss that occurs in the process. This arbitrary deduction for wheat is in some tariffs 1%, and in others 1½%. In still other territories the matter is left open for an estimated deduction at certain periods of time from one month to one year, with a further provision that "whenever" the mill is weighed up the matter should be again readjusted, either by the allowance of additional tonnage or cancellation of tonnage. In other instances we find the carriers relying upon the integrity of shippers who are expected to have this shrinkage in mind when certifying that they are entitled to transit. Upon the recent hearing witnesses from all sections of the country were interrogated on behalf of the Commission with respect to this matter, and this record as a whole will justify the conclusion that there is uniformly a loss of weight in the process of milling wheat, which, though small, is nevertheless uniformly present and therefore cannot be ignored in the transit rules. From actual figures it is shown that this invisible loss ranges as high as 2%, and upon the record it is our conclusion that there should be a daily deduction in the milling of wheat of not less than 1% of the weight of the grain milled. No other practical way has been demonstrated upon the record of actually reaching this feature, and we know that evil practices are indulged in where the deduction is not

made, or where it is left entirely to estimates, weighing-up periods which may never come around, or where it is left to be voluntarily deducted by the shipper.

The rules must also take notice of this loss in the manufacture or treatment of other grains. For example, it is shown in this proceeding that in the malting of barley there is a loss in weight on an average of 16% of the weight of the grain; in the drying of corn the shrinkage ranges from 10 to 20% of the weight of the grain; in the shelling of corn there is a loss of approximately 20%; in the milling of corn there is a loss of from 1 to 2%; in the cleaning and clipping of grains there is a loss of from 1½ to 2%.

Upon the record we are of opinion and find that in extending transit privileges upon the products of wheat a daily deduction of 1% shall be made of the inbound weight of the wheat when said wheat has been manufactured at the transit point; that in extending a transit privilege upon malt there shall be a daily deduction from the inbound weight of the barley of 16%; that in extending a transit privilege upon corn that has been dried at the transit point there shall be a daily deduction from the weight of the corn of 10%; that in extending a transit privilege upon corn which has been shelled at the transit point there shall be a daily deduction from the weight of the corn of 20%; that in extending a transit privilege upon the product of corn milled at the transit point there shall be a daily deduction from the weight of the corn of 1%; and that in extending a transit privilege upon grains that have been cleaned and clipped at the transit point there shall be a daily deduction from the weight of such grains of 1½%; the actual loss to be balanced and deducted by the policing authority at intervals of not less than four times a year, quarterly.

Order.

It is ordered, That all carriers subject to the provisions of the act to regulate commerce, are notified and required on or before Aug. 15, 1912, to establish and for a period of not less than two years thereafter to maintain, rules in connection with the transportation of grain and grain products over their respective lines, which shall provide:

That at the time of each shipment certificates shall be furnished by those shipping out of a transit house as to whether or not the commodity is entitled to a transit privilege, and also whether the commodity has or has not theretofore been accorded a transit privilege, and if any commodity entitled to a transit privilege has been mixed with the contents of a transit house, such certificates shall be furnished as to each and every shipment therefrom.

A daily report from the transit house to the carrier or policing agent of the carrier, which report shall show at the close of business each day the classification of receipts and shipments of the total movements into and out of the transit house, if any of the commodity contained therein is to be accorded the right of transit, which report shall show all tonnage handled through the transit house as follows: All grain and grain products handled, point of origin of the grain and destination of the product, and whether received or forwarded by rail, boat, wagon or otherwise, which record must clearly show, in pounds, separately: Grain received by rail; grain received by boat; grain received by wagon; grain transferred from elevator to mill; grain products forwarded by rail (local or nontransit); grain products forwarded by boat (local or nontransit); grain products



At Kansas City, Mo., July 16-18, 1912. Photo by B. A. Sherman.

disposed of locally (by rail or wagon); grain products forwarded by rail (transit); grain products forwarded by boat (transit); grain products transferred; total tonnage on hand.

Paid Expense Bills. That there shall be recorded with the policing agent of said carriers, within a reasonable time after the shipment has been received at the transit point, all paid expense bills.

Surplus Billing. That the surplus billing—that is to say, all billing which does not represent grain actually on hand—shall be canceled absolutely at the close of each business day.

That transit privileges shall be extended only where the billing on the inbound movement shall show sufficient detail as to the character of the commodity; that is to say, the billing should state whether white corn, yellow corn, mixed corn, white oats, red oats, mixed oats, hard wheat, soft wheat, etc. And where the billing does not show this information it must be accompanied by a certificate from some proper authority as to the specific nature of the inbound commodity prior to the time when said commodity may be forwarded on the transit privilege.

That no transit privilege shall be accorded except where the outbound billing shall show full reference to the inbound billing.

One Year Limit. That transit privileges upon grain and grain products shall be extended for a period not exceeding one year from the date of expense bills, and that at the expiration of such period all such privileges shall absolutely cease, and that full local rates, commodity or class, shall be assessed for any movement of the commodity whatsoever, both for the movement into the transit point and the movement out of said transit point.

Deductions: That in extending a transit privilege upon the products of wheat a daily deduction shall be made of 1% of the weight of wheat inbound when said wheat has been manufactured at the transit point; that in extending a transit privilege upon malt, there shall be a daily deduction from the inbound weight of the barley of 16%; that in extending a transit privilege upon corn that has been dried at the transit point, there shall be a daily deduction from the weight of the corn of 10%; that in extending a transit privilege upon corn which has been shelled at the transit point, there shall be a daily deduction of 20%; that in extending a transit privilege upon the products of corn milled at the transit point there shall be a daily deduction from the weight of the corn of 1%; and that in extending a transit privilege upon grains that have been cleaned and clipped at the transit point, there shall be a daily deduction of 1½%; the actual loss to be balanced and deducted at intervals not less than four times a year, quarterly.

That in according a transit privilege upon the products of grain milled in transit, including mixed feed, the policing authority shall be required to daily balance the outbound movement of the products against the inbound movement of the grain upon the basis of the well-known average ratios of the products to the particular grain, the actual divisions to be balanced at intervals not less than four times a year, quarterly.

THE NATIONAL HAY MEETING.

The 19th annual meeting of the National Hay Ass'n, held in Kansas City last week, was a complete success, notwithstanding the attendance was not up to expectations.

Pres. P. E. Goodrich of Winchester, Ind., presided thruout the meeting, and was elected a director for the ensuing year.

Sec'y J. Vining Taylor's report showed that the ass'n was doing better work than ever, and was in better condition to do work than ever before in its history. From his report we take the following:

Secretary's Report.

The general discussions of the various subjects mentioned in our program will give you an idea as to the activity of the Ass'n along these lines during the past year. Thus, I am pleased to submit for your consideration my third annual report as your Secretary-Treasurer.

Membership.—We now have 906 members scattered all over the entire United States and parts of Canada. 201 new names have been added since our last convention, the largest increase in new members in the history of the organization.

Arbitration.—The shortage of the 1911 crop, the unprecedented prices and abundance of off-grades of hay have been the cause of more or less trouble during the past twelve months. We have handled three times as many cases than ever before. Forty-one cases were submitted to our office; five cases were handled by the committee; 19 compromised and disposed of by your secretary; ten cases now in our office under preparation and seven members suspended for refusing to arbitrate or abide by the decision of the committee and the papers filed in our office; two hundred cases of minor importance disposed of and no record made in arbitration books.

Acting upon the instructions of our last convention we drew up (with the assistance of some of our prominent members) a blank form of confirmation to be used by our members in general. This was done with a view of eliminating some of the many disputes and controversies arising when our trades rules are ignored and no confirmation of purchase or sale made. But I am sorry to inform you that only a few of our members have availed themselves of these forms.

Trade Rules.—For reasons that I am unable to explain, the members, in general do not familiarize themselves with the trade rules as they should. These rules, if followed properly, would eliminate two-thirds of our arbitration cases, misunderstandings and controversies that at the present time are a nightmare to the officers of the Association. It is simply the lack of a clear understanding that creates more or less trouble.

Bureau of Investigation and Information.—There has been an unusual amount of correspondence during the past year between our members and this office on matters pertaining to the hay business necessitating an enormous amount of work and attention and considerable investigation.

Especially is this true of firms who are not doing a legitimate, square business and along commercial lines. The feature of our work undoubtedly requires more time and attention than any other, and it seems as if it is never completed. All of this work is done for the individual member and being strictly of a personal nature does not come before the Association in detail and is not placed on record, except where a question arises that involves a general principle giving some basis for action by the Association.

Crop Reports.—Our crop reports are a very essential feature of our work, the information from which these reports must of necessity be compiled is secured direct from our members. In some cases the responses have not been as prompt as they should be. I want you to bear in mind that if this feature of our work is to grow and be of any benefit to you, the answers to these inquiries must be sent to our office by the first mail after they have been received by you.

Official Inspection at Cleveland.—Mr. C. J. Sealy, Chief Inspector and Weighmaster, at Cleveland, Ohio, was reappointed by President Goodrich at the beginning of his administration, and so far as this office knows, has faithfully and satisfactorily performed his duties. The present administration had hoped to be able to report additional inspectors at other points, but found that they were not ready for them or were not self-sustaining. The expenses in connection with the above inspection have been promptly paid by The National Hay Company.

Meeting and Board Work.—Your secretary attended the meeting of our board of directors in Cleveland, March 25. He has also attended, as far as time and assistance would permit, meetings of local and state organizations, and acting under the direction of your worthy president and your honorable board of directors, has spent some time among the members of our Association and also among non-members, demonstrating our work, distributing literature and soliciting new material. Whether or not this work has been successful and effective is for you to decide.

I am pleased to inform you that we have succeeded in getting thirty-two agricultural colleges and experiment stations to adopt our rules for grading for class and experimental work. Mr. Niezer, chairman of the grades committee, has incorporated this information and a list of these colleges in his report.

In Memoriam.—The Grim Reaper is no respecter of persons, and I am sorry to inform you that during 1911-1912, we have suffered severe loss in the death of the following members of this organization. Suitable resolutions were adopted in each instance and forwarded to the members of the bereaved family, their firms and trade papers.

Jonas F. Eby, Lancaster, Pa.
John N. Klenck, Evansville, Ind.
F. L. Kelley, Vinita, Okla.
S. B. Floyd, Pittsburgh, Pa.
S. D. Hunsberger, Philadelphia, Pa.
Arthur Sellen, Moravia, N. Y.
J. T. Clendenin, Baltimore, Md.
Abner Hendee, New Haven, Conn.
E. J. Clark, Pittsburgh, N. Y.
F. D. Voris, Neoga, Ill.

The receipts from all sources amounted to \$14,224.61; the disbursements \$7,520.27; balance on hand, \$6,704.34.



Annual Convention National Hay Ass'n at Kansas City, Mo.

My work with President Goodrich has been one of uninterrupted pleasure and benefit as I forsook at the beginning of his administration. His idea of high morals and standing, his ideas, of business methods and his wide and varied business experience together with his unflinching love and devotion for the National Hay Ass'n have been the means of making this administration most successful. No man in our Ass'n I am sure knows the need of this organization as well as he does, having gone through the harness and served you in the capacity of secretary for so many years, he was unusually well prepared to act as your highest executive and I am sure you will agree with me that his work for the past year has been of much value to us and that he leaves a clean slate and untarnished record, possesses the respect and admiration of the entire membership. We shall miss his hand upon the helm and only trust that he may stay in close touch with the Association, contributing his aid, from time to time.

Sec'y F. D. Coburn of the Kansas State Board of Agriculture worked up so much enthusiasm on alfalfa that nearly every attendant resolved to go home and grow it.

Chas. A. Prouty, chairman of the Interstate Commerce Commission, in discussing rates, said:

"We can regulate rates and we have stopped discrimination, so unfair rates will not lead to government ownership of railroads. But inadequate facilities may force the country to government ownership. Five years ago crops rotted on the ground in places, and some communities were without coal, all because of a shortage of cars. The panic relieved this situation. But now there is talk of danger of car shortage again. As business develops we must have more railway equipment and better terminal facilities.

"The interstate commerce commission has only the power to pass on rates. It cannot force the railroads to provide adequate equipment or adequate terminals. And in times of a big demand for railroad equipment the poor railroads that are not providing their share of cars force the good railroads to suffer from congestion, too. Freight cars of one road are handled by all other railroads. We ought to have the power to dictate the movement of freight cars and assist in breaking up congestions. The provident railroads ought not to be forced to answer for the sins of the improvident."

Maurice Niezer, chairman of the grades committee, gave the report on grades of tame hay, clover, clover mixed and timothy. There were only slight changes in any grade, except No. 2 timothy, which

was changed to read, "No. 2 timothy hay shall be not good enough for No. 1, not over one-third mixed with clover and other tame grasses, fair color, sound and well baled." The grading before this has been not over one-fourth clover or other tame hays.

NEW GRADES FOR ALFALFA.

New grading rules on alfalfa were adopted by the National Hay Ass'n at Kansas City last week. The grade of standard was created, which is to take the place of No. 2 and No. 3 alfalfa. Recognition of brown hay was asked for by the Western hay dealers and the new grade of standard was made to include such hay. Considerable brown alfalfa is shipped every year, and while of no color, it has a good feeding value. Following are the grades as approved:

Choice—Shall be pure alfalfa of bright green color, fine stem, leafy and well baled.

No. 1—Shall be reasonably coarse alfalfa of a bright green color, or reasonably fine leafy alfalfa of good color and may contain two per cent of foreign grasses. A trace of a bleached hay on outside of bale allowed, but must be sound and well baled.

Standard—Shall include all alfalfa not good enough for No. 1 including pure sound brown alfalfa, also bright alfalfa containing not more than five per cent foreign grasses, sound and well baled.

No grade—Shall include all alfalfa not good enough for other grades.

The grading on choice alfalfa was made stricter.

CONVENTION NOTES.

The St. Louis delegation had a special over the C. & A. to the Convention City and because of a fake holdup came near losing Mr. Atwood at Old Monroe.

Toberman, Mackey & Co. presented all dealers in attendance with a pocket drinking cup in leather case.

Owen & Jennings presented the dealers with watch fobs.

T. D. Randall & Co. distributed key rings and tags.

J. A. Brubaker & Co. distributed a combination mirror and watchfob.

Carlisle Com. Co. gave out fans to those who needed them.

On Wednesday morning the dealers were taken over Kansas City's famous boulevards in Automobiles.

On Wednesday evening a light luncheon was served by Kansas City Hay Dealers Ass'n at Electric Park and free passes given to many of the performances there.

On Tuesday evening all dealers were royally entertained by the R. R. Club with a vaudeville performance.

The officers for ensuing year are President E. Wikinson, Birmingham, Ala.; 1st Vice-Pres., W. L. Harris, Inola, Okla.; 2nd V. P., R. A. Bascombe of Boston; J. Vining Taylor of Winchester, Ind., Secy-Treas.

IN ATTENDANCE.

Chicago was represented by M. M. Freeman, W. J. Doyle, J. R. Leonard, E. J. McCormick, H. L. Randall, E. B. Fisher, Edwin Anda, C. R. Mumford, repts. W. R. Mumford & Co.; Henry H. Freeman, repts. H. H. Freeman & Co.; C. W. Austin, T. F. A. Erie Ry; J. J. Smith.

St. Louis sent Dan S. Mullally, mgr. Hay Dept. Langenberg Bros. & Co.; V. C. Tice, repts. Goffe & Carkner Co.; F. M. McClelland, H. A. Johns, repts. Picker & Beardsley Com. Co.; R. P. Atwood; R. S. Green; D. W. Clifton of Nanson Com. Co.; F. Diebel; Martin J. Mullally, repts. John Mullally Com. Co.; E. C. King; John D. Mullally.

Baltimore was represented by Chas. England and Herman Runge, repts. Chas. England & Co.; E. Steen.

Milwaukee sent one—W. J. Armstrong.

Texas sent—Bert K. Smith, Fort Worth.

Tennessee dealers in attendance were—C. B. Stafford, Grain & Hay Commissioner Memphis Merch. Exchge.; Wm. J. Moon, S. F. Clark, Joseph Wade, Memphis, and H. H. Hughes, repts. Hughes Whse. & Elevtr. Co., Nashville.

New Orleans sent H. W. Benedict, repts. Benedict Commission Co., Ltd.; P. R. Kolman, J. V. Ferguson.

Atlanta, Ga., sent one—Joseph Gregg. New York sent C. J. Austin and Charles C. Ramey, New York City, and B. A. Dean, Auburn.

Peoria was well represented by Spencer's 22-piece band and 20 boosters, including C. C. Miles, repts. P. B. & C. C. Miles; C. H. Feltman, R. A. Webster and others.

Ohio sent L. W. Dewey, Blanchester; A. Crulckshank, Columbus; D. W. McMillen, Van Wert; H. W. Robinson, Green Springs. Colorado sent Geo. R. Wilson, Lamar; E. B. Palmer, Denver.

Kansas sent J. S. Balyeat, Ottawa; Jas. P. Smith, Salina; Fred Sproul, Eldorado; J. H. Turner, Wichita.

Oklahoma sent V. Lamb, Wagoner; W. L. Harris, pres. Okla. Hay Dealers Ass'n, Inola.

Illinois dealers were F. D. Voris, Neoga; C. H. Machen, Galesburg.

Pennsylvania sent one—J. E. Bergin, Nanticoke.

Indiana was represented by E. M. Wasmuth, Roanoke; C. E. Robinson, Medaryville; W. B. Wells, Indianapolis; H. H. Deam, Bluffton.

Michigan sent W. I. Biles, repts. Saginaw Mfg. Co., Saginaw.

Duluth sent one—R. M. White, repts. Randall, Gee & Mitchell Co.

St. Joseph was repts. by W. H. Harroun.



National Hay Ass'n at Kansas City. Fotograf by B. A. Sherman.

ALLOWANCES FOR ELEVATION Established by Commission.

In the matter of elevation allowances at points on the Missouri, Mississippi and Ohio Rivers and the Great Lakes, the Interstate Commerce Commission, guided by the Supreme Court decision, has recently made a report establishing elevation allowances, which follows in full:

In June, 1908, this Commission entered two orders with respect to the payment of elevation allowances upon the Missouri River—one in the Peavey case, so called. In the Matter of Allowances to Elevators by the Union Pacific R. R. Co., 14 I. C. C., 315, and the other in the St. Louis cases, Traffic Bureau, Merchants' Exchange of St. Louis vs. C., B. & Q. R. R. Co., 14 I. C. C., 317. In the St. Louis cases we directed the defendant to cease and desist from the payment of all elevation allowances upon the Missouri River; in the Peavey case we directed the Union Pacific Railroad to desist from the payment of an elevation allowance to Peavey & Co. upon their own grain, which had been commercially treated in passing thru their elevator, and to confine the payment of the elevation allowance in all cases to grain passing thru the elevator in 10 days.

Certain railroads leading from the Missouri River and certain grain interests located at Missouri River points contested the validity of these orders and the matter finally reached the Supreme Court of the United States, which in the winter of 1911 handed down a decision holding that our order in the St. Louis cases was unlawful; that our order in the Peavey case was unlawful, so far as it prohibited the payment of an elevation allowance as to the grain of Peavey & Co., which had been commercially treated, but was lawful in so far as it required that the payment of such allowance be confined to grain passing thru the elevator in 10 days. I. C. C. vs. Duffenbaugh, 222 U. S., 42.

Upon the rendition of this decision the Commission struck off its order in the St. Louis cases, set that proceeding down for further hearing, and on Feb. 5, 1912, promulgated its report. Traffic Bureau, Merchants' Exchange of St. Louis vs. C., B. & Q. R. R. Co., 22 I. C. C., 496.

Elevation is of two kinds, one of which may be termed transportation elevation, consisting of the passing of the grain thru an elevator for the purpose of transferring it from car to car and obtaining its weight, and commercial elevation, which involves various processes in the treatment of the grain itself, like cleaning, mixing, clipping, drying, etc. The first sort of elevation is an incident to the transportation of the grain, the second to the merchandising of the grain. We reached the conclusion that the decision of the Supreme Court came to this: That the act to regulate commerce requires carriers to furnish transportation elevation; that this may be done by employing the owner of the grain to perform the service, and that the fact that this grain in the process of transportation elevation can be and is made the subject of commercial elevation also, while an advantage to the owner of the grain, is not an undue discrimination within the meaning of the act. Upon this point we said:

The first section of the act includes in

the term transportation, along with the elevation and transfer in transit of grain, refrigeration, storage, handling. It would hardly be claimed that a shipper could require a railroad to refrigerate his property for the convenience either at some point upon the line of the railroad in transit or at the end of the haul. Neither would it be claimed that the owner could at will demand storage either in transit or at the end of the route, nor that the railroad was by the terms of the statute compelled to handle carload traffic in and out of the car. The meaning of the first section is clearly to impose upon the carrier the duty of refrigerating, storing, elevating, transferring, in so far as those matters are properly incidental to the transportation. It was the intent of Congress to compel the carrier to perform, to the full, its transportation service in all its essentials and to put that entire service within the jurisdiction of this Commission, to the end that unreasonable and discriminating charges might be prohibited. We are of the opinion that the elevation referred to by the Supreme Court is not commercial elevation, but that transportation elevation which is a necessary incident to the handling of grain from the field to the consumer.

Transportation elevation has been defined by the Commission as passing the grain thru the elevator with 10 days' free storage. For the purpose of confining the payment of the elevation allowance to transportation elevation proper, we had in the Peavey case directed that no allowance should be made unless the grain went thru the elevator within the 10-day period. Upon this point the Commission said:

It will be noted that the Commission in fixing a 10-day limit was endeavoring to confine the payment of this allowance to grain, which was the subject of transportation elevation proper, and to prevent its being extended to payment for commercial elevation pure and simple. This the court has approved, and we think that we ought to apply to other elevators upon the Missouri River the same rule for the same purpose.

We therefore decided to extend to all points upon the Missouri River the same requirement which had been made in the Peavey case, and entered an order requiring the defendant carriers to pay no allowances at Missouri River points where more than 10 days were occupied in passing the grain thru the elevator.

Upon the making of this order in the St. Louis cases the carriers against whom the order ran called our attention to the fact that several lines of railway operating at the Missouri River were not defendants either in the Peavey case or in the St. Louis cases, and were not therefore subject to our 10-day order. The Commission, realizing that all carriers upon the Missouri River should be subject to the same requirement in this respect, thereupon instituted this investigation, making defendants at first only those railroad companies which operated at the Missouri River and which were not already defendants in either the Peavey case or the St. Louis cases.

As the effective date of our order in the St. Louis cases approached, interests upon the Missouri River filed a petition in the Commerce Court attacking the lawfulness of that order. One ground of complaint most earnestly insisted upon in the petition was that to apply this order to the Missouri River and not to the other grain markets would create a discrimination against that

locality. This Commission had often said in the course of these various proceedings that whatever rule was finally established ought to be of universal application. It had, by the institution of No. 4742, recognized the principle that all carriers operating at the Missouri River should be treated alike in this respect. Without, therefore, inquiring whether failure to embrace other markets would or would not invalidate our 10-day order as to the Missouri River, we determined to so broaden this investigation as to take in the Ohio River and points generally north of the Ohio and east of the Missouri. This was done, all the principal grain-carrying roads being made defendants. Notice of the proceeding was given to grain interests in all parts of the territory involved, so far as was possible, and the matter was set down for a hearing at Washington, at which hearing there was a general attendance of the defendant railroads and the interested grain shippers.

Upon the first hearing in this proceeding, when it was confined merely to lines operating at the Missouri River, certain grain markets to the east of that river, notably Chicago, had intervened, stating that the elevation allowance generally paid at points other than the Ohio River and the Missouri River was $\frac{1}{4}$ c per bushel, and expressing the opinion that the elevation allowance upon the Ohio and Missouri rivers should be reduced to that amount, thus making the payment at all competitive points uniform. It was further stated that this allowance should include merely the transfer of the grain and that whenever a railroad owning an elevator gave free elevation, instead of paying an allowance, it should be required to make a reasonable charge for the commercial services rendered in connection with the grain, like mixing, cleaning, etc.

Upon the final hearing of this matter it was stated that grain interests upon the Ohio River, after consultation, had agreed that the allowance paid at those markets should be reduced to $\frac{1}{4}$ c and that a large number of shippers, but not a majority, upon the Missouri River were of the same disposition. Communications were received by the Commission from grain-handling organizations at the principal markets upon the Ohio River, confirming this statement, while from the Missouri River came protests against the reduction of the present allowance.

In all eastern territory except upon the Ohio and Missouri rivers the elevation allowance for a long time has been and now is $\frac{1}{4}$ c. This is supposed to cover merely the passing of the grain thru the elevator. If the owner of the grain obtains additional storage, or if the grain is subjected to any of the various commercial processes, an additional payment is required. The extensive territory in which this arrangement prevails desires that it may be continued.

The present elevation allowance upon the Ohio River when the grain goes east is $\frac{1}{4}$ c per bushel; when it moves to the south the allowance is $\frac{3}{4}$ c per 100 pounds. Those markets, in the interest of uniformity and in a desire to lay this matter permanently at rest, are willing to accept a uniform allowance of $\frac{1}{4}$ c.

All grain dealers upon the Missouri River insist that the present allowance does not more than cover the cost of the service, but a considerable portion of the elevators in that locality are in favor of settling this



The National Hay Association at Kansas City, July 16-18.

controversy upon the basis of $\frac{1}{4}$ c. A majority, however, insists that the present allowance shall be adhered to.

Upon this showing Chicago and allied interests asked the Commission to prohibit the payment of any allowance at the Missouri River and elsewhere in excess of $\frac{1}{4}$ c and stated that they were prepared to show that this amount was sufficient to cover the cost of transfer. The Commission thereupon directed the taking of testimony at these various markets to show the cost of transfer, and such testimony has been taken at considerable length, briefs having been filed by the various parties.

In dealing with this subject in the past the Commission has treated as elevation whatever was performed at the ordinary elevator. We prohibited the payment of the elevation allowance in the St. Louis cases upon the theory that this was not intended to cover a transfer of the grain nor any other transportation service, but rather the commercial service which the elevator performed in the merchandising of the grain.

It is extremely difficult to separate transportation elevation from commercial elevation. Both things are parts of the same general process. The same plant facilities, the same power, the same gang, are employed, and the process of transfer and the commercial process go on at the same time. It has, therefore, been found impossible to separate the different items of expense and to say with confidence this belongs to transportation and this to commercial elevation.

Very much must also depend upon the amount of business transacted and the conditions under which it is transacted. If an elevator runs to its transfer capacity it might be an altogether different thing than if it ran to its storage capacity with comparatively little transfer.

Originally the transfer was made by the railroad itself directly from car to car. Various appliances were devised for performing this service, and grain was often transferred by private parties at so much per bushel. When it finally became evident that the transfer could be best made thru the elevator and in connection with these various commercial operations, $\frac{1}{4}$ c per bushel was agreed upon in eastern territory as fairly representing the cost of the transfer, or that part of the elevation for which the railroad ought fairly to pay. This same amount has been adhered to upon the same theory ever since.

Exercising our best judgment upon all the facts before us, we are of the opinion and find that if this allowance should be confined solely to what we have defined as transportation elevation, then $\frac{1}{4}$ c is fair compensation for that service; that is, it covers the cost of the service and something beyond. If, however, the railroad is entitled to compensate the owner of the grain, not only for transportation elevation but for commercial elevation as well, then, in our opinion, the $\frac{1}{4}$ c per 100 pounds can not be properly reduced.

If, now, the Commission is of the opinion that these allowances should be confined to transportation elevation and that $\frac{1}{4}$ c is a fair compensation for that service, why should it not comply with the general desire and direct carriers to desist from paying more than that amount upon the Missouri River? The answer to this inquiry is found in the existence at these Missouri

River markets of what is known as the railroad elevator.

Railroad Elevators. Nearly all railroads operating upon the Missouri River own elevators at one or more of those grain markets. These elevators are frequently leased to grain dealers, sometimes at an almost nominal rental and sometimes upon a fairly compensatory basis. In many instances, however, the elevators are operated by the railroad itself, either directly or, usually, thru the intervention of a subsidiary company which does not engage in the grain business itself.

At the present time these railroad elevators include as a part of their elevation service the cleaning, mixing and clipping of the grain; occasionally other operations may be included.

If now we require the railroad to limit its allowance to $\frac{1}{4}$ c when paid to a private elevator, while the railroad elevator is still permitted to extend to its patron not an elevation allowance but an elevation service, which includes both transportation and commercial elevation, plainly a discrimination arises in favor of the shipper who uses the railroad elevator and against the shipper who employs his own elevator for these commercial operations. In order, therefore, to do justice at the Missouri River, where these railroad elevators exist, we must not only prohibit the payment by the railroad to the private elevator of more than $\frac{1}{4}$ c, but we must also prohibit the railroad from rendering for the shipper at its own elevator, free, any service beyond transportation elevation proper. We must go further. We must determine what is a just charge for these commercial operations and insist that the railroad elevator, if it performs the operations, shall charge not less than the sums found reasonable.

And this is fully recognized by the parties to this proceeding and considerable testimony has been introduced tending to show what would be a fair charge for these different commercial processes. The parties do not altogether agree and the testimony is not very satisfactory. Upon the whole we are of the opinion that the following figures are substantially just:

For storing, $\frac{1}{4}$ cent per bu. for each 10 days or part thereof after the first 10 days

For clipping, $\frac{1}{4}$ cent per bu.

For cleaning, $\frac{1}{4}$ cent per bu.

For mixing or turning, $\frac{1}{4}$ cent per bu.

For sulphuring, $\frac{1}{4}$ cent per bu.

For drying, from 1 to $1\frac{1}{2}$ cents per bushel.

For sacking, $\frac{1}{2}$ cent per bu. (sacks and strings to be furnished by owner of the grain).

While it may be that this Commission, for the purpose of preventing discrimination, may have the jurisdiction to make the comprehensive order which would be required to establish the $\frac{1}{4}$ cent allowance and these various charges, still an attempt to do this would probably lead to further litigation of which the outcome would be doubtful. The safer way would seem to be, if the necessity for making any order arises, to apply generally the 10 days' limitation which has been approved by the Supreme Court.

Free Elevation should be Prohibited. This Commission believes that the payment of all elevation allowances and the giving of all free elevation should be prohibited, for in no other way can discrimination be pre-

vented. Every service of benefit to a shipper should be charged for at a reasonable sum and no advantage should be allowed one shipper over another. The Supreme Court of the United States has, however, decided that under the Act to regulate commerce some sort of an elevation allowance may be made and this decision we fully accept.

The query now arises as to the manner in which this right to make an allowance can be exercised with the least discrimination. It seems evident that the same allowance should be made at all points which are fairly competitive with one another, and this means that the same allowance should be made, since the cost of performing the service is substantially the same, upon the Missouri River which is made upon the Mississippi River, upon the Ohio River, at Chicago, and at various other points in eastern territory thru which this grain moves by rail upon its way to market. This condition would be realized if the allowance upon the Missouri River were reduced to $\frac{1}{4}$ c per bu. and if railroad elevators were to charge a fair compensation for commercial services performed. We strongly recommend that this matter be adjusted upon that basis, and we shall postpone the making of any order in this matter until reasonable opportunity has been given for such an adjustment. Unless some such arrangement is at once established, the Commission will proceed to the making of an order probably applying generally the 10-day rule which the Supreme Court has approved.

Upon this last point it should be said that considerable testimony was introduced in the course of this investigation showing that to confine these allowances to grain passing thru the elevator in 10 days would be to largely prohibit the payment of such allowances altogether. We understood when the original order in the Peavey case was made that its tendency would be to continue the payment of these allowances to transportation elevation and to prevent their application to commercial elevation. Nothing in the testimony which we have heard tends to convince us that transportation elevation cannot be brought within the 10-day limit.

The extension movement may do more harm than good if the farmer is thereby made to believe that the government can make a set program for agricultural progress, and that he has only to follow the advice given in publications or by itinerant lecturers and teachers. It cannot too often be said that research and instruction will never be able to establish and enforce definite rules for farming. American agriculture is now just passing out of its crude pioneer stage. It will become more and more a complicated and technical industry, in the prosecution of which broader and more exact knowledge, sounder judgment, and larger business ability will be required for success.—*Experiment Station Record.*



How Peoria Captured the next meeting of the National Hay Assn.

Grain Carriers

The Boston & Albany will buy 4,000 box cars.

An extension of the M. & St. L. will be built from Watertown, S. D., to the Canadian boundary by the newly organized Minneapolis, St. Louis & Canadian Ry. Co.

A hearing on the petition of the Kalmbach-Ford Co., grain dealers of Shreveport, La., was held at that city recently by Examiner L. J. Flynn of the Interstate Commerce Commission in the matter of granting Shreveport a differential rate 2 cents lower on corn than on corn products from Kansas City territory.

The North Railway Co. has been granted a subsidy of \$6,400 per mile and 4,000 to 5,000 acres of land per mile to build a railroad from Montreal to Hudson Bay, where the terminus will be Nelson. Terminal grain elevators of large capacity will be erected at Nelson, and at Nottowa.

Reductions of 15 per cent in express rates and comprehensive changes in the methods of operation are prescribed by the Interstate Commerce Commission in a report of over 200 pages made public July 14. The carriers must show cause Oct. 9, 1912, why the proposed rates should not go into effect.

Shippers who have had corn shelled at Davenport, Ia., in transit from Missouri points to St. Louis since Sept. 1, 1911, are now receiving corrected freight bills from the C., B. & Q. R. R. Co., calling for the payment of 3 cents additional per hundred, on account of error by local station agents who were ignorant of the 3-cent advance in rates effective Sept. 1. Under the law the higher rate must be collected, thus perpetrating a great injustice upon shippers, as the small margin of net profit in handling grain is much less than 3 cents per hundred.

The total car surplus on July 4 as reported by the American Ry. Ass'n was 70,731 cars, against 73,464 on June 20. In box cars there is a net increase of 3,056 cars. Compared with a year ago the surplus of box cars has decreased 23,213, and the surplus of cars of all kinds 94,777, showing much increased employment of car equipment this summer. The present surplus of box cars is so much smaller than in other years at the corresponding date that grave fears are entertained as to the possibility of car shortage when the demand for cars reaches its usual maximum late in November.

Minneapolis was very ably represented at the Chicago hearing on the alleged discrimination against Chicago and in favor of Minneapolis in rates on flour compared with wheat. Besides a number of railroad officials Minneapolis was represented by W. P. Trickett, traffic mgr. of the Civic and Commerce Ass'n, and Jas. Andrews, vice pres. of the Washburn, Crosby Co. and H. A. Feltus, traffic mgr. for the Van Dusen-Harrington Co. By violation of the milling in transit regulations it was alleged by W. M. Hopkins, representing Chicago, that Minneapolis millers applied the 7½-cent rate from Minneapolis to Chicago on flour made from wheat that could not take the rate except as part of a mixture. Mr. Hopkins stated that if rates were made on a flat basis, in and out, it would absolutely avoid discrimination.

The Omaha Grain Exchange has petitioned the Interstate Commerce Commission for a thru route and joint rate on grain from stations on the Great Northern between Billings and Great Falls to Omaha and Council Bluffs of not to exceed 30c per 100 lbs.; and for a joint rate of not to exceed 37½c on coarse grains and 39c on wheat from the same points to Chicago, with transit privileges at Omaha.

Under the revised car demurrage rules adopted by the American Ry. Ass'n the consignee will be allowed to present a claim within 15 days for such free time as he would have been entitled to had bunched cars been delivered in accordance with the daily rate of shipment. Credits earned by shipper on one class of equipment can be used to offset debit on a different class of cars. The new national code has been tentatively approved by the Interstate Commerce Commission.

This Commission does not by fixing rates attempt to overcome advantages which one city may have by reason of its natural or geographical location. The fact that a carrier has by a certain rate adjustment as to one commodity enabled a manufacturer or producer to overcome the natural disadvantages of his location is not in itself, a ground upon which this commission is justified in establishing a like adjustment as to another commodity.—Decision of Interstate Commerce Commission in Globe Milling Co. of Watertown, Wis. v. C., M. & St. P. Ry. Co.

Railroads of the middle west and those operating thru Kansas, Nebraska and Oklahoma are making preparations to handle the greatest grain movement they have ever had. It is estimated that the wheat movement in the three states will call for 300,000 cars and that Kansas will require at least 45,000 cars for the first movement. Facing this prospect the roads are concentrating every effort to put every available car in condition for the rush but traffic officials say that it will not be possible for their roads to more than keep up with the tremendous traffic movement.

Upon a re-examination of the question, the application on a mixed carload shipment of grain or products of the proportional carload rate or the balance of the thru rate, to the transit portion of the shipment and of the flat carload rate to the non-transit portion, is found not objectionable when restricted by the tariff provisions suggested in the report, and when the traffic is otherwise safeguarded by the requirements of the rulings of the Commission respecting transit practices.—Decision by Interstate Commission in complaint of Southwestern Millers' League against the A., T. & S. F. R. R. Co.

The first deliveries of 1,000 new box cars ordered by the Soo line, to meet the heavy movement of grain expected to result from the present bumper crop prospects, are being made and distribution to grain shipping points will begin in a few days.

Retroactive application of the privilege of stopping grain in transit was denied to Rosenbaum Bros. by the Interstate Commerce Commission on shipments thru Sandusky, O. Several other points in Ohio on the B. & O. enjoyed the privilege for some time before it became applicable to Sandusky, effecting an unjust discrimination against that point and causing complainants a loss of \$2,113. In ruling against plaintiffs the Commission seems to have been influenced by the fact that the B. & O. R. R. Co. is giving Rosenbaum Bros. the use of the railroad elevator at Sandusky at a nominal rental.

Holding of money in court, together with the names and addresses of the shippers to whom due is provided for in a bill introduced by Representative Sims of Tennessee, to cover cases where the Interstate Commerce Commission lowers a rate and the carrier appeals to the courts which grant an order restraining the enforcement of the lower rate. In case the court refuses the injunction the shipper is to pay the lower rate, the carrier retaining the privilege to collect the remainder of the higher rate if successful in the courts of last resort. Representative Sims believes such arrangement will be necessary if his bill to abolish the Commerce Court is enacted, as the abolition of the Commerce Court will delay decisions 18 months.

UNIFORM CERTIFICATES OF Weight.

An earnest effort was made at the June gatherings of grain dealers to induce each to endorse a movement to the end that uniform forms of certified weight shipments be adopted by the trade.

The purpose of this agitation is to bring about greater care in weighing grain, in recording each draft and in arriving at the weight, as is shown by the form given herewith, which was adopted by the Indiana Ass'n. It is intended to specify the kind of scales upon which the grain was weighed and when they were last tested, the number of drafts to each carload, seal record, car capacity and other information which the consignee is fully entitled to receive.

If any grain dealers have any suggestions to make as to changes or improvements in the form, we will be very glad to hear from them. Most shippers now insist upon duplicating all papers given out, so that they will always have an exact copy of the original at hand.

OFFICIAL WEIGHT CERTIFICATE.

.....1911.

THIS IS TO CERTIFY THAT I HAVE THIS DAY WEIGHED ON

.....Scales at.....Station on.....R. R. Co.

(State whether Automatic, Hopper, Wagon or Track Scales.)

and loaded into car.....No.....

.....Lbs.....Bu. of.....

Marked capacity of car.....SEAL RECORD AT LOADING.

Car thoroughly examined and found to be Name and Number.

in good condition and properly sealed, as Side.....

noted hereon, when delivered to the Side.....

.....R. R. Co. End.....

End.....

These Scales were officially examined and tested....., 1911., by the Chief

Official Scale Inspector of The Indiana Grain Dealers Ass'n and found correct.

Signed.....

.....Weigher.

Change in "New" Grades at Chicago.—Wild Oats.

The Illinois Railroad and Warehouse Commission gave a hearing July 15 to grain dealers at Chicago on the matter of amending the regulations to establish a distinction between new grain, and new and old mixed.

Chas. B. Pierce read the old rule, following:

NOTE.—The word "NEW" shall be inserted in each certificate of inspection of a newly harvested crop of oats until the fifteenth day of August; of rye, until the first day of September; of wheat, until the first day of November, and of barley, until the first day of November of each year.

Mr. Pierce: Acting under this regulation it has been the custom to inspect any perceptible mixture of new with old as "new." What is sought is to protect the buyer of old grain. Buyers at certain markets this year will want nothing but new wheat. Under the regulation, when they buy "new" they are delivered a mixture of old and new. The rule goes back to a time when the buyers wanted old wheat.

W. N. Eckhardt: This condition is one like we had many years ago when we asked for a change in the rules that hard wheat not include any soft mixture. In that year the foreign buyers wanted a pure hard wheat, but the regulations of the inspection department at that time required hard wheat containing a mixture of soft wheat to be graded "hard."

Chief Grain Inspector W. Scott Cowen read the proposed substitute for the note governing the grade of newly harvested grain, as follows, the added words in bold type:

NOTE: The word "New" shall be inserted in each certificate of inspection of a newly harvested crop of oats until the 15th day of August; of rye, until the 1st day of September; of wheat, until the 1st day of November and of barley until the 1st day of November of each year. **This to apply to newly harvested grain only.**

In case of a mixture of new and old the same to be graded as new and old.

This change shall be construed as establishing new grades for the times specified, to conform to the existing grades of grain in all particulars (except the distinctions hereby established between the new and the old crop), and shall apply to grain inspected from store for two months after the time respectively above specified.

Chairman Berry announced that the proposed substitute as read, would be adopted by the Commission. It will be effective immediately.

W. N. Eckhardt, as the recommendation of the grain com'tee of the Board of Trade, presented the following substitute for Rule No. 11, sample grade:

All wheat, barley, oats, rye and corn that is hot or in a heating condition, or too damp to be safe for warehousing, or that is fire-burnt or fire-smoked, mixed with garlic or onions, or containing live weevil, or too dirty for No. 4, or where different kinds of grain are badly mixed one with another, or contains a larger percentage of badly bin-burnt or badly damaged grain, shall be classed as sample grade, and the inspector shall make notations as to the quality and condition.

In the discussion wide diversity of opinion on the application of the substitute to oats developed.

Commissioner B. A. Eckhart: I think that a distinction ought to be made between corn and wheat.

Chief Inspector Cowen brot up the matter of wild oats. "The trade feels that the Commission should establish a rule for wild oats."

J. J. Badenoch: There is a serious objection to the wild oat. It has a beard like a fishhook that prevents the animal swallowing. Wild oats should disqualify

the sample for grading when the mixing was evidently done with a purpose, but not when a few wild oats grew naturally in the field. Ten per cent should disqualify.

Adolph Gerstenberg: At Minneapolis there is a limit to the amount of wild oats permitted. When the beard is clipped off it is as good as a white oat.

J. C. Murray: From the mills' standpoint the wild oat is objectionable; but the mills do not use No. 4. Five to 10 per cent should not disqualify an oat from grading. Over 10 per cent should go into sample grade.

J. J. Badenoch: They grow wild in wheat and are scalped out and mixed with white oats, as a commercial fraud.

Chief Cowen: The wild oat is unhealthy for the horse.

A. Gerstenberg: I believe Mr. Cowen's office will be helped some by a definite percentage; but in Western Minnesota and South Dakota you can find fields of oats with wild oats growing in them.

W. N. Eckhardt: Perhaps five per cent would be a fair dividing line to prevent the mixing of wild oats that had been cleaned out of wheat.

Chairman Berry: The questions of wild oats and bin burnt grain will be passed on by the Commission later.

Adjourned.

Imports and Exports of Rice.

Imports of rice, rice flour, rice meal and broken rice during the 11 months prior to June 1 amounted to 177,528,839 lbs., against 193,246,975 lbs. for the corresponding period of last year.

Exports of rice during the 11 months aggregated 26,374,886 lbs.; against 13,993,247 lbs. for the corresponding period of 1911. Of foreign rice, rice flour, rice meal and broken rice we re-exported during the 11 months 9,130,752 lbs.; against 5,642,484 lbs. during the 11 months prior to June 1, 1911, as reported by O. P. Austin, chief of the Bureau of Statistics.

Parcels post is provided for in the appropriation bill reported July 22 by the Senate com'tee on post offices and post roads, with an amended schedule of rates as follows: First zone, length 50 miles, rate 5c for the first pound, 3c for each additional pound; second zone, length, 150 miles, rate 6 and 4c; third zone, length 300 miles, rate 7 and 5c; fourth zone length 600 miles, rate 8 and 6c; fifth zone, length 1,000 miles, rate 9 and 7c; sixth zone, length 1,400 miles, rate 10 and 9c; seventh zone, length 1,800 miles, rate 11 and 10c; eighth zone, length over 1,800, rate 12c per pound, straight. Maximum packages 11 pounds.



W. A. Jon, Mgr. Andrews Grain Co., Pittsburg, N. D. Receives grain in wagon trains, 1,000 bushels each trip.

Crop Improvement Work in Ohio.

To be entirely frank, our experience in Ohio teaches us that the greatest danger which today confronts agricultural extension work in a progressive section is the inability of the extension workers to state to the individual farmer much of anything with definite assurance. While the scientist has developed a vast amount of valuable information, this must be adapted to individual farm conditions, if it is to be of value to the farmer. If it is not so adapted, the demonstrator is just as apt to be discredited as is the doctor who prescribes medicine without having first diagnosed the condition of his patient.

The prime purpose of farm management field studies and demonstration work in Ohio is to bring to each farmer on his own farm and interpret for his farm the results of the years of experimental investigation made by the experiment stations and departments of agriculture of this and other countries, and to combine these results of scientific investigation with the successful farm practices worked out by the best farmers of the country. In short, it is a plan designed to help the farmer combine science with practice on his own farm.

The Ohio Experiment Station is not without experience in carrying on demonstration work with farmers, but never before has it been able to place a trained man in a local area to give all his time to the agricultural problems of that area.

County agents will be installed only in case the counties have become sufficiently interested and convinced as to the benefit to be derived from their installation to lead them to be willing to pay their share of the necessary salary and expense.

There is no desire on the part of the Experiment Station or of the U. S. Department of Agriculture to thrust these county agents upon the people. Indeed, they wish the work to go slow. They feel that it would be peculiarly unfortunate for the people of any county to get a false idea as to the benefit these agents could afford them and have one installed with such a misconception of the work.—L. H. Goddard, Ohio Exp. Sta., Wooster, Ohio.

DEATH OF E. W. CLARK.

Edward Wallace Clark, editor and publisher of the Advocate-Review, Wilton Junction, Iowa, and father of the editor of the Grain Dealers' Journal, died in Wilton July 13, 1912, of Bright's disease, aged 77 years.

Seeds

Clover very scarce.—W. C. Hile, Versailles, O.

Clover seed is light crop.—A. J. Coran, mgr. Ubley Grain Co., Ubley, Mich.

Rhodes grass is being grown very successfully at the Fellsmere, Fla., demonstration farm.

It is reported the Southern Pacific Railroad will make a free distribution of seeds along its line.

The Mills Seed Co., of Washington, Ia., has been purchased by L. D. Langworthy and S. H. White.

G. D. Sutton & Co., of Geneseo, Ill., will erect a seed warehouse 42 by 70 ft. and 36 ft. high, for corn.

J. S. Ashbrook & Co., growers, of Mattoon, Ill., recently sold a carload of broomcorn seed to Ross Bros., seed dealers of Wichita, Kan.

The first new timothy seed to arrive at the Chicago market was received July 23. The shipment consisted of 10 bags, from Iowa, and sold at \$7.

The damage to clover by the white grub worm is given as 3% in the July report of the Ohio Dept. of Agri. Timothy prospects are placed at 79% and called unfavorable.

Peoria received 30,000 bus. of seed during June and made no shipments; compared with no receipts or shipments in June, 1911.—Jno. R. Lofgren, sec'y Board of Trade.

Duluth received 362,134 bus. of flaxseed and shipped 508,474 bus. in June; compared with 13,335 bus. received and 7,296 shipped in June, 1911.—Chas. F. MacDonald, sec'y Board of Trade.

Minneapolis received 439,520 bus. of flaxseed and shipped 110,270 bus. during June; compared with 121,640 bus. received and 19,640 bus. shipped in June, 1911.—Jno. G. McHugh, sec'y Chamber of Commerce.

Reparation for a charge of 72 cents per 100 lbs. when the legal rate is 34 cents is asked by the Austin Mill & Grain Co., of Brownwood, Tex., on a shipment of grass seed over the Atchison, Topeka & Santa Fe.

At the annual meeting of the Northern Seed Co., of Cass Lake, Minn., July 9, the following officers were elected for the ensuing year: N. E. Jondahl, pres.; Chris Burns, vice pres.; Al. J. Hole, sec'y, and L. B. Galbraith, treas.

The Bluff City Seed & Floral Co. has engaged in the business of handling field, flower and garden seeds and poultry supplies at Pine Bluff, Ark. H. L. Westbrook is pres., and A. G. Russell, vice pres., with Joseph S. Mitchell as sec'y, treas. and manager.

The Allan Seed Co., of Sturgeon Bay, Wis., is shipping machinery from its large seed warehouse at that point to St. Anthony, Idaho, where it is erecting warehouses to handle the crop of peas. Few of the company's peas will be handled at Sturgeon Bay this year.

The condition of the broom corn crop on July 1 is reported by the Department of Agriculture to have been 71% in New Mexico; 79% in Kansas; 80% in Illinois; 82% in Missouri; 85% in Tennessee, Texas and Colorado; 86% in Oklahoma; 90% in Nebraska, and 95% in Iowa.

The Gurney Seed Co., of Yankton, S. D., has applied to the state railway commission for a rebate on a shipment of seed corn to Morrystown, S. D., alleging the C. M. & St. P. R. R. Co. allowed the rebate to other stations further west.

The convention of agricultural experts at Guelph, Ont., memorialized the Dominion government to amend the seed control act of 1911 to require that all packages of alfalfa seed offered for sale by marked indelibly with the province, state or county of origin.

The Henry Field Seed Co., of Shenandoah, Ia., at its recent annual meeting re-elected its old officers, except that H. E. Eaton has been succeeded as sec'y-treas. by Fred Tunnick. The business for the season of 1911-12 totaled \$235,000, with net earnings of \$15,000.

One of the most attractive souvenirs distributed at the recent convention of the American Seed Trade Ass'n. was a handsome seal pocket book, containing an accident insurance policy for \$2,500, which was distributed with the compliments of The Albert Dickinson Co.

Imports of seeds during the 11 months prior to June 1 included 37,772,729 lbs. clover seed, 22,453,302 lbs. other grass seeds, 868,279 bus. castor beans and 5,647,532 bus. flaxseed; against 24,923,656 lbs. clover seed (other grass seeds not reported), 645,985 bus. castor beans and 9,211,456 bus. flaxseed during the corresponding period of 1910-11. Exports of seeds from the United States during the 11 months prior to June 1 have been 1,862,447 lbs. clover seed, 4,352,076 lbs. timothy seed, other grass seeds valued at \$528,661, and 4,234 bus. flaxseed; against 4,304,921 lbs. clover seed, 9,272,186 lbs. timothy seed, other grass seeds valued at \$321,002, and 874 bus. of flaxseed during the corresponding period of 1910-11, as reported by O. P. Austin, chief of the Bureau of Statistics.

The Supreme Court of Idaho has granted the Vollmer-Clearwater Co. a new trial of its suit against W. A. Grunewald, Kooskia, Idaho, for breach of a contract to deliver 300 sacks of No. 1 timothy seed at \$7 per 100 lbs. at Kooskia Tram warehouse of the company before Oct. 1, 1911.

The condition of the blue grass crop on July 1 is reported by the Department of Agriculture to have been 89% in Nebraska; 90% in Wisconsin and Minnesota; 92% in Ohio, Indiana, Illinois and Michigan; 94% in Iowa; 95% in Missouri; 97% in West Virginia; 98% in Kansas, and 105% in Kentucky.

The condition of the kafir corn crop on July 1 is reported by the Department of Agriculture to have been 70% in Wisconsin; 86% in Illinois and Missouri; 85% in Nebraska and Kansas; 87% in Arkansas and New Mexico; 88% in Colorado; 89% in Texas; 90% in California; 93% in Oklahoma, and 97% in Arizona.

Clover and timothy seed prices are seeking fresh bulls. Some scattered longs have fallen by the wayside. Large dealers are the principal shorts and still praying for lower prices. They like to see the season start low, so they can buy profitably. They are compelled to wait until toward spring for their demand. Present prices look low compared to the aeroplane prices of last season. Stocks of old clover and timothy are very small. Farmers have none. High prices attracted net imports of 250,000 bags last season. Present prices would not attract half as much. This will partly offset the probable increase in our crop, which has not yet been secured. High prices restricted the demand last season, while average prices would increase it decidedly. Take a world view. Watch prospect in Europe, Canada and Chili. Weather past week has been rather wet. Dry is needed.—C. A. King & Co.

Kind of seed	1896	1897	1898	1899	1900	1901	1902	1903	1904	1905	1906	1907	1908	1909	1910	1911
Cereals—																
Barley.....	99	99	98	95	90	77	25	?	19	0	-	-	-	-	-	-
White wheat.....	100	97	92	94	?	88	75	?	29	0	-	-	-	-	-	-
Red wheat.....	99	98	95	88	94	80	79	55	51	0	-	-	-	-	-	-
White oats.....	100	99	99	99	98	99	99	95	97	69	57	49	12	0	-	-
Black oats.....	97	97	96	94	90	98	92	94	95	88	76	68	34	32	2	0
Grasses—																
Foxtail.....	62	51	39	21	21	10	5	2	3	0	-	-	-	-	-	-
Rough-stalked meadow grass.....	90	77	57	61	46	20	10	10	7	0	-	-	-	-	-	-
Meadow fescue.....	97	94	91	72	63	61	35	19	18	0	-	-	-	-	-	-
Wood meadow grass.....	62	52	?	57	57	41	28	?	24	0	-	-	-	-	-	-
Tall fescue.....	93	83	85	82	72	65	40	24	29	1	0	-	-	-	-	-
Cocksfoot.....	93	82	65	65	63	51	44	31	35	3	0	-	-	-	-	-
Smooth-stalked meadow grass.....	76	?	?	31	38	42	54	32	26	7	0	-	-	-	-	-
Timothy.....	99	97	92	93	93	84	74	46	?	8	12	0	-	-	-	-
Sheep's fescue.....	75	57	50	22	7	3	5	0	-	-	-	-	-	-	-	-
Hard fescue.....	75	71	53	16	5	7	5	0	-	-	-	-	-	-	-	-
Golden oat-grass.....	66	59	50	26	31	13	14	4	0	-	-	-	-	-	-	-
Tall oat-grass.....	86	84	79	88	62	55	39	?	28	0	-	-	-	-	-	-
Sweet vernal grass.....	69	66	55	57	?	37	15	?	16	1	0	-	-	-	-	-
Perennial rye-grass.....	95	95	90	81	78	66	36	28	28	10	6	0	-	-	-	-
Dogtail.....	86	74	69	?	61	49	49	37	31	23	11	2	0	-	-	-
Italian rye-grass.....	99	94	?	88	83	80	71	63	52	23	10	8	0	-	-	-
Clovers, etc.—																
Sainfoin.....	84	81	73	60	39	24	11	3	5	0	-	-	-	-	-	-
Red clover.....	98	98	97	95	30	18	7	6	4	2	0	-	-	-	-	-
Trefoil.....	99	97	86	86	67	59	46	35	?	16	2	0	-	-	-	-
Alsike.....	91	93	90	60	42	27	17	8	9	8	2	0	-	-	-	-
White clover.....	99	99	98	84	63	31	48	26	37	7	6	2	0	-	-	-
Lucerne (alfalfa).....	99	95	93	?	44	51	46	43	46	34	19	13	4	1	0	-
Turnips, etc.—																
Rape.....	85	85	79	86	66	53	46	29	35	12	0	-	-	-	-	-
Green-top swede.....	100	98	100	92	89	90	84	69	78	14	4	1	0	-	-	-
Kale.....	93	94	93	?	86	81	75	66	70	44	5	2	0	-	-	-
Yellow turnip.....	94	91	93	82	86	75	?	47	?	15	5	2	0	-	-	-
Purple-top swede.....	100	100	100	98	98	92	85	74	?	25	12	3	0	-	-	-
White turnip.....	95	98	96	96	82	80	66	61	64	8	7	6	0	-	-	-
Carrot.....	68	50	50	21	21	24	6	10	10	0	-	-	-	-	-	-
Yarrow.....	80	69	58	53	35	36	19	6	5	3	0	-	-	-	-	-

Percentage of Vitality of Seeds one to fifteen years old.

Vitality of Seeds.

An experimental test of the vitality of seeds begun in 1895 by Dr. Wm. Carruthers, F.R.S., consulting botanist of the Royal Agricultural Society of England, has just been terminated by the death of all the seeds.

The object of these experiments was to test how long under ordinary conditions the vitality of certain seeds was maintained, to determine the annual loss of vitality in the seed, to help the farmer and the seed merchant to ascertain the real value of seeds carried over for one or two years, and to investigate the rapidity of germination of the seeds experimented with.

The seeds tested from start to finish numbered 35 and comprised six cereals (barley, white wheat, red wheat, white oats and black oats), 16 grasses, six clovers and applied plants, 6 turnips and allied plants and two other plants, carrots and yarrow. They were tested every year in the germinating case at a temperature of 70° to 80° F. on plates of porous porcelain or between blotting paper. The germinating seeds were removed day after day and their number recorded.

In the case of barley and wheat the germination is but little affected during the first 5 years; but thereafter a rapid loss of vitality occurs and proceeds at an increasing rate until in the 10th year no live seeds remain. Oats, on the other hand, show no serious loss of vitality until after the 9th year; the vitality of white oats persisted for another 4 years and that of black oats for another 6 years. The last named showed living seeds for a longer period than any other plant, as many as 32 per cent having germinated in 1909, the 14th year of the experiment.

Death of the seed being due to loss of moisture it is shown that such loss beyond a certain point, whether it occurs rapidly or gradually, always means the death of the seed.

It is safe to sow many sorts of seed when two or three years old, in case it is more convenient to do so, but the recorded facts are against stories of seeds having germinated after long periods of years.

The table reproduced herewith from the Journal of the Royal Agricultural Society of England, Vol. 72, 1911, shows the percentage of seed germinated every year until the death of the last seed.

THE SEED TRADE AT CHICAGO.

The entertainment tendered the American Seed Trade Ass'n, at its recent convention in Chicago, was on a grander scale than has been attempted at any of the preceding meetings of the organization. One afternoon all members with their friends, were taken in special automobiles on a 60 mile ride around the city, stopping at the beautiful South Shore Country Club for luncheon and terminating at the Sherman House, where a splendid banquet was tendered all visitors. The hospitality of the Chicago seedmen was praised by all visitors.

From the Seed Trade.

Sedalia, Mo.—We look for a good yield of timothy seed, as it is early for threshing.—Archias Seed Store Corporation.

St. Louis, Mo.—The seed season is practically over. We are commencing to have some inquiry for rye, barley and fall wheat. The prospect for trade the coming year is good.—Chas. E. Prunty.

Mattoon, Ill.—Timothy and clover seed crops are in fine growing condition in this district, altho the acreage is about half of last year's. Predictions are for a heavy yield.—C. W. Harris.

Grand Rapids, Mich.—Stocks of seeds in dealers' and farmers' hands are about the same as a year ago. Not much timothy, alsike or mammoth clover is harvested in this vicinity. A larger acreage is in medium clover and it is looking well.—Moseley Bros.

West Branch, Mich.—Farmers have practically stopped growing Canada peas, of which we used to ship 50,000 to 100,000 bus. annually. We should ship about 25 carloads of beans. Alsike filled well, but very little was saved for seed. Red clover also will go into hay.—Edw. E. Evans.

Minneapolis, Kan.—Such part of the alfalfa as was left for seed on second cutting failed to make seed pods on account of rank growth, consequently little if any 1912 alfalfa seed will be marketed until late in the fall, and will be produced on the third cutting if weather is dry in August. About 10 per cent of the 1911 crop is still in growers' hands, on account of low prices of spring of 1912. Over 5,000 bus. of the 1911 crop was shipped east from this point. Conditions now point to advanced prices for seed from this district.—G. L. Huyett.

Foraker, Okla.—Present indications are that there will be a heavy movement of kafir corn and cane seed this fall.—I. C. Pierce Grain & Elevator Co.

Fall Seeding of Alfalfa.

In Oklahoma it is well to seed alfalfa only when the conditions are favorable and when the indications are that there will be the greatest chances for success. Quite frequently we find that fall seeding offers more opportunities for success than does spring seeding.

Fall seeding gives the young plants a much more favorable condition when weeds are present, hence is of especial value on poor and weedy land. The roots are usually sent down more rapidly and deeper on fall seeding than on spring seeding. Alfalfa will also produce one, two, or three crops the following year if the young plants get a fair start in the fall. All these points are worthy of consideration and mean much toward the success of the crop.

Fall seeding of alfalfa should be done during the last two weeks of August or the first two weeks of September. These dates of course are not exact, as much will depend upon the condition of the soil and weather. It is impossible to state that any crop should be seeded at any particular time. This is especially true with alfalfa. One should use his judgment and seed when all conditions are the most favorable.

Land which is intended for fall seeding of alfalfa should be prepared at once. If it is to be planted on stubble land July plowing will give the best results. Deep tillage with a disk harrow just before planting would be objectionable, as it would loosen the soil to too great a depth.

The cost of seed is very high and one cannot afford to have a failure if there are any precautions that may be taken which will insure success. The seed alone will cost about \$3 per acre. This does not seem so high when the fact is taken into consideration that alfalfa lives a great many years. However, it is too high a cost to plant any large area and have a failure.

If for any cause the conditions are not right for fall seeding it would be well to wait until spring, and if necessary it would be much better to wait a year or so in order to have everything as favorable as possible.—O. O. Churchill, Department of Agronomy, Oklahoma A. & M. College.



Banquet tendered American Seed Trade Assn. by Chicago Seedsmen.

Grain Trade News

CALIFORNIA.

Los Angeles, Cal.—The Rock Grain & Brokerage Co. has moved its offices from the Higgins Bldg. to the Story Bldg.

CANADA.

Keewatin, Ont.—The Lake of the Woods Mfg. Co. will build a third elvtr. at this point.

Vancouver, B. C.—J. E. Hall is pres. of the recently organized Vancouver Grain Exchange.

Hargrave, Man.—We are the only grain dealers at this station as the Manitoba government bot all the elvtrs.—R. A. Knight.

Winnipeg, Man.—The Western Grain Co. incorporated; capital stock, \$100,000; Robert Siderfin, L. Turney and others, incorporators.

St. Johns, N. B.—The plans for the 1,000,000-bu. elvtr. of the Can. Pac. Ry. Co. are now complete and the plant will be finished in record time.

Fort William, Ont.—Parrish & Heimbecker of Winnipeg have let contract for a 90,000-bu. elvtr. at this point, the plant to be in running order by October.

Winnipeg, Man.—Fort William Elvtr. Co. Ltd., incorporated; capital stock \$500,000; provisional directors, David Horn, mgr., Herbert E. Swift, G. H. Yule, Wm. E. Davidson and M. M. Perdue, all of Winnipeg.

Winnipeg, Man.—The Reliance Grain Co. Ltd., incorporated; C. F. Deaver, pres., L. M. Pugh, vice-pres. and H. G. Deaver, sec'y-treas. The company has bot the elvtr. of the Saskatoon Mfg. Co. Ltd. in Sask. as a starter for a string of elvtrs.

Winnipeg, Man.—Negotiations have been practically completed between the directors of the Grain Growers Grain Co. and the Manitoba provincial government for the leasing of the 172 provincial elvtrs. at an annual rental of \$66,000. These elvtrs. have a capacity of 30,000 bus. each. The company is also considering the leasing of the 2,500,000-bu. elvtr. of the Can. Pac. Ry. Co. at Fort William.

The Grand Trunk Terminal Warehouse Co. has been organized in connection with the Grand Trunk Pac. Ry. system, and a line of elvtrs. will be built across Canada along the railroad with a view of relieving the congestion on the road during the grain rush in the fall. Elvtrs. will go up at Montreal, Fort William, Toronto, Winnipeg, Calgary, Edmonton, Vancouver and Prince Rupert. The company has been capitalized at \$10,000,000.

Winnipeg, Man.—C. C. Castle and W. A. Henderson have been investigating the system of regulating and handling warehouse receipts issued by terminal elvtrs. at Minneapolis, as the Dominion Government is going to take charge of such matters in western Canada and especially desires to secure a system to cover the terminals at Port Arthur and Ft. William. Both of the gentlemen expressed approval of the safeguards used by the elvtrs. in the Twin Cities.

The Grain Growers Grain Co. is deeply interested in securing a system in Alberta similar to that now in effect in Saskatchewan, where the provincial government lends aid to the farmers in building elvtrs., loaning them 85c to every 15c on the dollar that the farmers can raise toward erecting an elvtr., the farmers keeping control of the elvtr. A strong effort will be made at the next meeting of the Alberta parliament to secure the passage of a bill of this nature.

Fort William, Ont.—The elvtr. capacity at this port will be greatly increased by the time the season opens. The capacity of the Grand Trunk Pac. Elvtr. will be increased by 2,500,000 bus.; the Canadian Pac. Elvtr. "D" by 2,000,000 bus. and a new Can. Pac. elvtr. of 1,000,000 bus. capacity; a Dominion government elvtr. of 3,250,000 bus.; Muirhead & Black elvtr., 30,000 bus. and the A. E. Fenton cleaning elvtr. of 30,000 bus. It is reported that the government has made an appropriation of \$1,500,000 for the site and construction of the new Dominion Elvtr.

The Canadian Government Grain Commission has made the following official statement, as to its policies, in view of the many misstatements that have been given out in regard to the matter: Terminal elvtrs.: The board approves of the leasing of elvtr. B. by the Grain Growers Grain Co. It considers the operation of a large terminal elvtr. by the farmers company an important step in the right direction. The board has also arrangements under way for building a government-owned and operated elvtr. with 3,250,000 bus. capacity. This elvtr. will be the best that can be constructed and will be equipped with every facility for handling grain. Sample markets: The board is considering the practicability of having sample markets established at Fort William, Winnipeg and Calgary by September, 1913, providing the required facilities exist at these places. Negotiations are going on between the board and the authorities at these centres and an early decision will be given. Grain certificates: The board is determined to protect the standing of Canadian grain certificates. In this connection it is planning to strengthen the inspection staff. Inspection work is being carried on under serious handicaps in regard to facilities. The board is determined to remove such handicaps. It is also investigating carefully the inspection methods in the more important grain sections in the U. S. It is giving special attention to the matter of establishing a laboratory in Winnipeg for testing grain as to milling and baking values. It is also preparing for an extensive use of the moisture test in regard to corn. Registrations of warehouse receipts: The board expects to have in operation by September, 1912, an office for registration and cancellation of warehouse receipts. Vancouver and Hudson Bay terminals: The board is giving attention to the advisability of proceeding at an early date with the construction of terminal facilities on the Pacific Coast and Hudson Bay.

COLORADO.

Stratton, Colo.—The Snell Mill & Grain Co. of Clay Center, Kan., and ourselves are building an elvtr.—N. H. Fuller & Co.

Holly, Colo.—The Colorado Mfg. & Elvtr. Co. has let contract to Aug. Wolf & Co. for the steel elvtr. and feed equipment to be installed in the new concrete elvtr. now being completed.

IDAHO.

Nampa, Ida.—The Caldwell Mfg. & Elvtr. Co. has purchased six lots and will build a 75,000-bu. concrete elvtr., equipped with the latest and best machinery; work to start at once and the elvtr. to be ready for the fall crop. It is estimated that it will cost \$20,000. The Short Line will build a side track to the ground at once. J. K. Mullen, pres. of the company is interested in the Nampa Flour & Feed Co. of which Fay Malone is mgr., and the new elvtr. will be managed under the supervision of Mr. Malone.

Idaho Falls, Ida.—The Western Mfg. & Elvtr. Co. will erect an elvtr. adjacent to its potato warehouse.

Twin Falls, Ida.—The Colorado Mfg. & Elvtr. Co. of Denver, Colo., has let contract to the Aug. Wolf & Co. for the machinery equipment for its new concrete elvtrs. at this station and at St. Anthony, American Falls, Hollister, Hansen, Sugar City and Parma, Ida.

Buhl, Ida.—We are building a 40,000-bu. elvtr. at this station, putting in a fast leg with blower in the head, 20-h.p. motor and dump scales. We are also building a 30x50 ft. warehouse. The bins are concrete thru-out and hopper-bottomed. G. H. Birchard is doing the work.—I. S. Lamburg, mgr. Utah-Idaho Elvtr. Co., Filer, Ida.

Lewiston, Ida.—The Idaho Grain Commission has readopted the grain standards of 1911 for the 1912 crop, or until further notice from the commission. This city has been designated as an inspection point and an inspector appointed to begin work Sept. 1. Standard samples will be sold to applicants at 15c each. The new rules provide that handling charges for warehoused grain shall not exceed 75c per ton; free storage for 90 days and 10c per week thereafter; grain may be specially piled and individually marked and identical bags delivered out. Inspection fees are 75c per car each way, the fee to be paid by the party asking for inspection; for certifying weights, 2c per bu.

ILLINOIS.

Oswego, Ill.—Wm. Cliggett is installing a Hall Distributor in his elvtr.

Colfax, Ill.—J. R. Williams & Son have succeeded me.—Jno. R. Williams.

Dana, Ill.—The elvtr. of C. G. Sauer Sons & Co. is being rebuilt and enlarged.

Emden, Ill.—J. R. Aston & Sons have just finished a new driveway to the elvtr.

Chatsworth, Ill.—I have sold my grain and coal business to S. R. Puffer.—Jas. H. Kerrins.

Rutland, Ill.—The 8-ft. concrete foundation for the elvtr. of the Farmers Elvtr. Co. is completed.

Standard sta., Granville p. o., Ill.—Farmers are about to open an elvtr. here.—A. H. Dysart, Granville.

Avon, Ill.—J. H. Yeoman and J. W. McGarraugh will do business under the firm name of Yeoman & McGarraugh.

Ludlow, Ill.—E. D. Risser & Co. have completed repairs on their elvtr. and have increased the capacity 50,000 bus.

Haldane, Ill.—We have sold our elvtr. at this station to the Haldane Farmers Elvtr. Co.—B. P. Hill Grain Co., Freeport, Ill.

Custer, Ill.—We are repairing our elvtr. and will put in a recleaner.—E. L. Davis, mgr. Berry & Breckenridge Farmers Grain Co.

Joliet, Ill.—The plant of the Quaker Oats Co., one of the largest owned by that corporation, burned July 19, with a loss of \$70,000.

Annawan, Ill.—M. Case, formerly mgr. of the Farmers Elvtr. Co. at Manson, Ia., is now mgr. of the Farmers Elvtr. at this station.

Annawan, Ill.—The Farmers Grain & Supply Co. has bot the west elvtr. of J. C. Dewey & Co. and will remodel and enlarge it.

Sheller, Ill.—I am now sole owner of the Sheller Grain & Elvtr. Co. and I also handle grain, hay and seeds at Waltonville.—H. H. Davis.

Springfield, Ill.—The contract for the \$150,000 elvtr. to be erected by Beggs & Lynn of Ashland, has been let to the Jno. S. Metcalf Co.

Van Orin, Ill.—The Van Orin Farmers Elvtr. & Supply Co. has bot the elvtr. of the E. W. Houghton Lbr. Co. and will make improvements during October.—H. G. Stauffer.

Bloomington, Ill.—McLean County Grain Co. incorporated; capital stock, \$5,000; incorporators, J. W. Probasco, Jesse Simpson and Jno. A. Parks.

Monmouth, Ill.—Mr. Fahey will build an elvtr. 7 miles north of here on the electric road, the R. I. Southern.—Piatt Grain Co., Galesburg, Ill.

LaFayette, Ill.—Thos. Hoadly has purchased the interests of the Scott heirs in the firm of Scott & Hoadly and is now sole owner of the business.

Rees sta., Franklin p. o., Ill.—The recently organized Farmers Elvtr. Co. will not build an elvtr., having just paid \$4,000 for the elvtr. of Lewis & Beggs.

Mt. Carmel, Ill.—J. G. Schucker has bot the interests of Fred Holsen in the Bluff City Mills Elvtr. Co., Mr. Holsen retiring from business on account of ill health.

Farmington, Ill.—The elvtr. of the Farmington Lbr. & Grain Co. is now sheeted with metal from top to bottom and soon a switch from the M. & St. L. will be laid.

Sycamore, Ill.—Tibbitts, Incorporated, to deal in grain, machinery, coal, etc.; capital stock, \$25,000; incorporators, Heber L. Tibbitts, Ralph E. Wells and John A. Bloomberg.

Henning, Ill.—The Farmers Elvtr. Co. has leased the site of the elvtr. of J. R. Carter on the C. & E. I. R. R. and will build a new and modern house.—C. C. White, mgr.

Royal, Ill.—The cupola of the elvtr. of Coon Bros. was torn off by a stroke of lightning, at 3 p. m., July 10. The elvtr. caught fire but the blaze was extinguished with little damage.

Peoria, Ill.—G. W. Strapp has bot the elvtr. of Buckley, Pursely & Co. and will build a 20x24 ft. elvtr. just east of it. The new building will be 24 ft. to the square with an 18-ft. cupola.

Galesville, Ill.—Hays Bros. are remodeling their elvtr. and putting in new machinery. My company took charge of the two elvtrs. recently operated by the Hays Bros., July 1.—C. O. Price.

Kewanee, Ill.—Damages to the amount of \$7,895.83 were awarded to Mrs. Francis J. Shields in the third trial of her suit against J. H. Dole & Co. of Chicago, for the death of her son in an elvtr.

Scarboro, Ill.—The addition which Shearer Bros. of Steward are building to their elvtr. is 32x36x40, solid 2x6 cribbing and full cement basement, pits and floor. Geo. Sathoff has the contract.—B. J. Alley.

Gillum, Ill.—Francis O'Neil playing about the elvtr. July 18, lost his balance and fell about 25 ft., landing in a hopper bin, which probably saved him from serious injury, a badly cut chin requiring several stitches and many bruises being the extent of his hurts.

Plainfield, Ill.—J. A. Henebry, former mgr. of the Square Deal Farmers Grain Co. at Morris, has tendered his resignation to take effect Sept. 1, and will succeed Joe Dwyer as mgr. of the Plainfield Grain Co. which owns and operates three elvtrs., Mr Dwyer resigning.

Gibson City, Ill.—G. W. Walker & Co. are building an 18x18 addition to their elvtr., the same height as the main building, with a concrete foundation. It is built on the south end of the old elvtr. and has a capacity of 6,000 bus.

Galesburg, Ill.—We have partially rebuilt our elvtr. at Saluda and have made extensive repairs on our elvtr. at Cameron. Our elvtr. at Monmouth has been undergoing repairs for the last month and is now in shape to receive grain.—Piatt Grain Co.

Mazon, Ill.—The Mazon Farmers Elvtr. Co. has installed a 7½ h.p. electric motor in its elvtr. and has discontinued the use of gasoline power. The old south portion of the elvtr. has been torn down and a new 20x31x47 cribbed addition is being built, increasing the capacity of the elvtr. to 60,000 bus. Geo. Sathoff did the work.—B. J. Alley.

Brookport, Ill.—C. C. Davis of Paducah, Ky., will build a 50,000-bu. elvtr., work to start at once. This plant will provide storage for grain on this side of the river and do away with present necessity of ferrying the grain across to Paducah.

Greenview, Ill.—Wm. Reinhart, a carpenter for the Wenzholz Constr. Co., which is working on the elvtr. of the Greenview Farmers Elvtr. Co., had four bones in his hand crushed and broken when a heavy shaft slipped and fell on him.

Eldena, Ill.—The B. P. Hill Grain Co. of Freeport, bot the elvtr. property of the Fred Glessner estate, July 6. The company now has 11 elvtrs. at Freeport, Red Oak, Baileyville, Lena, Forreston, North Forreston, Haldane, Woosung, Seward, Everts and Eldena.

Lawrenceville, Ill.—Our firm has not been dissolved as reported in this column July 10. We have surrendered our charter but are doing business as heretofore with the exception that it is being conducted as a co-partnership instead of a corporation.—Horner Elvtr. & Mill Co.

The Lawyers Ass'n of Illinois adopted resolutions July 20 recommending that the next general assembly revise or repeal the workmen's compensation act. Many provisions of the act are unintelligible, and some are unjust to employees. The attorneys allege the act is so framed it benefits no one but the insurance companies.

Peoria, Ill.—Robert C. Grier, charter member of the Board of Trade which was organized in 1869, died July 12, after a lingering illness. Mr. Grier was the second pres. of the organization and also served 17 years as sec'y. He was senior member of the firm of Grier & Co., which was one of the pioneer grain firms in this territory. He was an able, capable and energetic man whose loss is deeply felt by all who knew him. The Board of Trade adopted a resolution of condolence upon hearing of his death.

Springfield, Ill.—The Illinois State Board of Agri. has issued the premium list for the State Fair to be held Oct. 4-12, 1912, and offers three premiums each on red winter wheat bearded and bald, spring wheat, rye, white and black oats, barley, buckwheat, timothy seed, clover seed, flaxseed, millet seed, any other variety of grass seed, and two prizes each for largest display of grain in straw and forage grasses, broom-corn, white field beans, lima beans, castor beans and bale of alfalfa hay, all entries to be Illinois grown by amateurs.

Receipts of grain at Peoria during June included 102,388 bus. of wheat, 1,109,846 of corn, 873,200 of oats, 58,315 of barley and 26,400 bus. of rye; compared with 35,333 bus. of wheat, 950,857 of corn, 688,001 of oats, 62,400 of barley and 2,200 bus. of rye received in June, 1911. Shipments for the month included 22,000 bus. of wheat, 985,116 of corn, 812,183 of oats, 75,500 of barley and 8,200 bus. of rye; compared with 10,000 bus. of wheat, 695,237 of corn, 1,612,710 of oats, 56,103 of barley and no rye shipped in June, 1911.—Jno. R. Lofgren, sec'y Board of Trade.

CHICAGO NOTES.

E. C. Miller has been elected to membership in the Board of Trade Clearing House Ass'n.

The first new rye to reach this market arrived July 22, from Illinois, grading No. 2 and selling at 74c. Last year the first car was received July 12.

CHICAGO CALLERS: M. B. Jones, New York, N. Y.; W. H. Bickel, Le Grand, Ia.; H. Dysart, Granville, Ill.; K. S. Myers, Milford, Ia.; Jos. Lieb, Edgewood, Ill.; J. R. Iron, Monon, Ind., and Thos. Sudduth, Springfield, Ill.

Rumsey & Co. have taken over the trades of Chapin & Edwards, an old time Board of Trade firm, which has been dissolved. Thos. C. Edwards retires on account of ill health after 40 years of active business life and Edward F. Chapin will be connected with Rumsey & Co.

J. F. Kendall, known to the grain trade as "Uncle Cy," died July 17. He has been identified with the grain trade in this city for the past 35 years, mostly as inspector and elvtr. mgr., and at the time of his death was a member of the board of appeals of the state grain inspection dept.

The first barley of the 1912 crop was received at this market from Iowa, July 22; large berry, dry, good color, but no bright, grading No. 3 and selling at 75c. Another car received on the same date from Illinois graded No. 4 and sold at 60c, being large but stained, soft and musty. The first new barley last year arrived July 11.

Alderman John J. Coughlin, better known as "Bathhouse John," is a cousin and principal heir to the estate of James and Geo. Hanley, prop. of the Hanley Grain Elvtr. Co., with elvtrs. at Granger and Gardiner, Ia. The Hanley Bros. were killed July 2, when their automobile was struck by an overland train at a crossing near Geneva, Ill.

A temporary injunction restraining the J. Rosenbaum Grain Co. from owning any wheat in a public elevator in which it is interested or from mixing wheat in a private elevator to be later stored in a public elevator, was granted by Judge Smith, July 16, to A. J. Lichtstern. Defendant has 20 days to appeal and plaintiff is required to give \$100,000 bond.

New members admitted to membership in the Board of Trade are Geo. E. Booth, Courtney H. Casebeer, Chas. W. Bliss, James A. White, Jacob M. Oppenheimer and Gerald B. Stephens. Applications for membership have been made by Harry G. Smith, Richard P. O'Donnell and Frank Haines. The following memberships have been posted for transfer: Jno. B. Pierce, Edw. L. Lobell and Archibald R. Dennis. Memberships are selling for \$2,325 net to buyer.

INDIANA.

Summittville, Ind.—I have succeeded the Broyles Elvtr. Co.—C. C. Inglis.

Evansville, Ind.—The Melrose Mlg. Co. has filed notice of dissolution.—M.

Bourbon, Ind.—The Bourbon Elvtr. & Mlg. Co. has filed notice of dissolution.

Hedrick, Ind.—I have sold out to J. O. Crane and am out of the grain business.—C. W. Amos.

Monroeville, Ind.—Wm. Shaffer and M. A. Clem have bot the business of the Erwin Grain Co.

Plymouth, Ind.—The elvtr. of E. N. Cook, was completed on contract time and was ready for business July 15.

South Whitley, Ind.—Conrad Earle of Columbia City will be mgr. of the new elvtr. of the Farmers Elvtr. Co.

Indianapolis, Ind.—The first new wheat, a broken carload arrived July 19; soggy, shriveled and poor grade, worth 85c a bus.—M.

Avilla, Ind.—The elvtr. of Stiefel & Levy has been moved to a new site 200 ft. south of the G. R. & I. depot and will be remodeled.

Darlington, Ind.—The Darlington Grain Co. incorporated; capital stock \$10,000; incorporators, F. Bales, W. A. Burgin and W. R. Lynch.

Radnor, Ind.—The Radnor Grain Co. incorporated; capital stock, \$10,000; incorporators M. T. Dillen, C. A. Ashpaugh and A. E. Betts.—M.

Kentland, Ind.—Benedict & Harmon of Oxford have bot the elvtr. of the Kent Grain Co. Chancellor & Harrington of Fowler, Ind. made the deal.

Terre Haute, Ind.—Cottrell & Cottrell, grain and hay dealers, operating at several points in the western part of the state, have filed a petition with the railroad commission, asking that the C. T. H. & S. Ry. Co. be ordered to construct a siding at Westbrook crossing about 20 miles north of here.—M.

Valparaiso, Ind.—The elvtr. formerly owned by W. L. Maxwell & Co. is now operated by C. F. Davidson of Bluffton, and owned by R. Mayfield. I am the present mgr.—J. G. Bauer.

Rensselaer, Ind.—I have sold my grain and coal business to Harrington Bros. of LaFayette and they will take immediate charge. I am going out of the grain business.—J. L. Brady.

Hamlet, Ind.—Have just finished installing a B. S. Constant Chain Drag to take grain from my new sink under dump to the 2 stands of elvtrs., thus increasing my handling capacity about 3 times.—C. Cunningham.

Darlington, Ind.—The recently organized Co-op. Grain & Coal Co., after purchasing a site and planning to build an elvtr., has changed its mind and has purchased the elvtr. of Malsbary & Cox and the Clouser grist mill, paying \$23,000 for the plants.

Columbus, Ind.—The offices of Peyton & Murphy, stock and grain brokers, who lately came here from Indianapolis, were ordered closed by Mayor Barnaby who has been making investigations and who has decided that the firm did not operate according to law, bucket shop methods being alleged.—M.

Indianapolis, Ind.—The first new car of wheat was inspected here July 20 for my account, grading New Sample Red, account of being very tough and containing onions, testing only 53½ lbs. Wheat of this kind is very undesirable and I think it sold well at 84c, f.o.b. Peoria rate point. Round lots of No. 2 red selling at 97c, Peoria rate point.—Bert A. Boyd.

Princeton, Ind.—The Indiana Board of Tax Commissioners has rejected an appeal by Bowman & Son, grain dealers, from the decision of the Gibson County board in taxing grain which the defendants alleged was in transit Mar. 1, but which was delayed at the Wabash river just outside of the county. The State Board upheld the decision of the County Board.—F.

Vincennes, Ind.—Elmer Hutton, mgr. of the elvtr. of Paul Kuhn & Co., was severely bruised and considerable injured in a runaway accident, July 14. The team became unmanageable and Mr. Hutton lost his hold on the reins, the carriage crashing into a tree and throwing him out over the dashboard so that his legs were caught in the wheel. Fortunately the crash broke the single trees and freed the horses, preventing a more serious accident.

Fowler, Ind.—Chas. England & Co. of Baltimore have brot suit against Duffy & Harrington to recover \$700, which they allege is due them, the suit growing out of a consignment of seven car loads of oats to the plaintiff by the Indiana firm, which it is alleged drew too heavily on the plaintiffs who refused to accept the drafts, altho they were reduced. The defendants then sent instructions to England & Co. to handle the oats and they wud make good the difference between their value and the drafts. The oats were handled but the difference was never settled.

IOWA.

Rolfe, Ia.—The Updike Grain Co. will build an elvtr.

Clarinda, Ia.—Shambaugh & Son are building an additional elvtr.

LeRoy, Ia.—O. M. Jordan has torn down his elvtr. and is rebuilding it.

Northboro, Ia.—A. S. McWhinney has bot the grain business of J. A. Woodle.

Columbus Jct., Ia.—Sprague & Wrigley will install a new sheller in their elvtr.

Morning Sun, Ia.—Garland Elvtr. & Supply Co. incorporated; capital stock \$10,000.

Storm Lake, Ia.—The elvtr. of the Western Elvtr. Co. is being overhauled and repaired.

Council Bluffs, Ia.—The Stevens-McCaffrey Co. has been incorporated here, to deal in grain.

Lake Park, Ia.—The Theo Sindt Grain Co. is having its elvtr. repaired by the W. N. Claus Co.

Templeton, Ia.—I have succeeded Dan R. McGrath as mgr. of the Farmers Elvtr. Co.—J. N. Loeltz.

Holstein, Ia.—The Farmers Elvtr. Co. is equipping its elvtr. with a Hall Signaling Grain Distributor.

Conrad, Ia.—A. W. Randall is contemplating the erection of a new elvtr. of cement construction.

Pocahontas, Ia.—The Farmers Grain & Coal Co. is building an annex to its elvtr., the new building being larger than the old one.

Williams, Ia.—The recently incorporated Farmers Elvtr. Co. has decided not to build after all and has bot the elvtr. of Vorhes Bros.

Algona, Ia.—The M. & St. L. is preparing to start a village 4 miles from this station and an elvtr. will be built. The town will be called Rich Point.

Grand Mound, Ia.—The Quaker Oats Co. of Cedar Rapids took possession of the elvtr., coal and lumber yards of the Wells Hord Grain Co. July 1.

McNalley sta., Hawarden p. o., Ia.—The farmers of this vicinity are organizing a farmers elvtr. company. T. W. Searle and J. C. Keating are interested.

Sibley, Ia.—The 125-ton coal elvtr. of L. B. Spracher & Co. is nearly complete and will soon be in running order. The W. N. Claus' Co. has the contract.

Marshalltown, Ia.—A meeting of mgrs. of Farmers Elvtr. companies of central Iowa was held in this city July 20, in the club rooms of the Marshalltown Club.

Blencoe, Ia.—We are now ready to select plans and specifications for our new 30,000-bu. elvtr. which we will build at an early date.—Geo. A. Arnold, mgr. Farmers Elvtr. Co.

Sioux City, Ia.—J. H. McKeane has charge of the grain inspection office of the Sioux City Board of Trade, Chas. Siman, who was chief grain inspector until June 1, having left the city.

Manson, Ia.—Clark Kellogg has succeeded M. Case as mgr. of the Farmers Elvtr. Co., Mr. Case resigning to take charge of the elvtr. of the Farmers Elvtr. Co. at Annawan, Ill.—A. Hakes.

Lake Park, Ia.—The new elvtr. of the Farmers Exchange Co. has a capacity of 25,000 bus. and will be equipped with modern machinery in every detail. The W. N. Claus Co. has the contract.

Cleghorn, Ia.—Harvey Means is a scoop shoveler at this station. He formerly operated an elvtr. here but refused to purchase it after trial and the house was bot by Weart & Lysaght of Cherokee, Ia.—A. R. B.

Anthon, Ia.—Geo. D. Mann, formerly an elvtr. operator here, died recently at his home in Denver, Colo., of paralysis, at the age of 44 years. He is survived by his wife and four daughters.—Louis E. Mann, Creighton, Neb.

Sioux City, Ia.—John Kayser and others of Parkston, S. D., together with A. A. Truax of Mitchell and M. King of this city, will probably lose about \$40,000 each thru the failure of the M. T. Shepherdson Grain Co., as the liabilities are mostly in the form of notes signed by the above, to cover the obligations of the company. The guarantees were applied to about \$260,000 of the indebtedness according to recent allegations. The South Dakota men were taken into the firm when the company was incorporated in 1909. Altho few cash payments were demanded on the stock, the new men signed the guarantees and when the corporation was completed the old partnership debts were carried along, the necessary payments being made from the guarantees. It is now believed that these debts were paid in full with the new stockholders' money. Kayser, Doering and Zehn-pfenning are plaintiffs in a suit now pending in the federal court in South Dakota, asking that \$33,000 worth of paper held by the Fort Dearborn Natl. Bank of Chicago, be cancelled, the bank having begun proceedings to collect the amount on the securities.

Everly, Ia.—John Beraizer has resigned as buyer for the Hunting Elvtr. Co. and is succeeded by John Jacobson of Belmond. I have bot the elvtr. of the Reliance Elvtr. Co. of Minneapolis and will operate it myself.—F. W. Roberts.

Gaza, Ia.—The Wilkinson Grain Co. incorporated; capital stock \$20,000; incorporators, R. N. Wilkinson, C. F. Reifsteck and the Salisbury Bros. The new company has bot the elvtr. of the Farmers Elvtr. Co. and will do a general grain business.

Storm Lake, Ia.—The elvtr. of Geo. French was struck by lightning July 12, the bolt hitting the cupola and doing considerable damage to the roof. Mr. French is remodeling his elvtr., putting in a new pit and raising the building. A new cement block office will also be added and new scales installed. The driveway will be lowered and when complete the elvtr. will be up-to-date in every respect.

KANSAS.

Jetmore, Kan.—A. H. Ling is building an elvtr. at this station.

Belpre, Kan.—A. M. Long is building a new 25,000-bu. elvtr.

Rydal, Kas.—W. H. Mikesell has bot the elvtr. of E. A. Fulcomer.

Ford, Kan.—C. E. Stuart is the new mgr. for the Farmers Elvtr. Co.

Runnymede, Kan.—The J. R. Williamson Grain Co. will build an elvtr.

Cummings, Kan.—The Cummings Elvtr. Co. has succeeded L. L. Coryell.

Partridge, Kan.—Joe Clark has purchased the Santa Fe elvtr. at this place.

Anness, Kan.—The elvtr. of U. E. Baird is being overhauled and repaired.

Potter, Kan.—H. A. Ode has purchased the elvtr. of the Farmers Elvtr. Co.

Sedgwick, Kan.—P. E. Gingrass has bot the elvtr. of the Barkemeyer Grain Co.

Kinsley, Kan.—I am now mgr. of the Kinsley Grain & Lbr. Co.—Ira Rankin.

Everest, Kan.—The T. F. Bushong Grain Co. has leased the elvtr. of G. A. Jones.

Spring Hill, Kan.—J. S. Null has finished the 15,000-bu. elvtr. he has been building.

Greensburg, Kan.—B. Bryan succeeded Joe Clark as mgr. of the Farmers Elvtr. Co.

Wheaton, Kan.—The Force Elvtr. Co. has just completed an iron-clad addition to its elvtr.

Bucklin, Kan.—Preston Davis succeeded A. C. Plumb as mgr. of the Farmers Elvtr. Co. here.

Dodge City, Kan.—The Dodge Mfg. & Elvtr. Co. will install a Hall Special Leg in its elvtr.

Lewis, Kan.—W. W. Dugger has succeeded John Holmes as mgr. of Farmers Elvtr. Co.

Verdi, Kan.—Tyler & Co. of Junction City have purchased the elvtr. of the Verdi Grain Co.

Manchester, Kan.—C. B. Young of Lawrence is contemplating the erection of an elvtr. here.

Cherokee, Kan.—The Kelso Grain Co. has torn down its elvtr. and will rebuild on a larger scale.

Belpre, Kan.—The Macksville Lbr. & Grain Co. will equip its elvtr. with a Hall Special Elvtr. Leg.

Lucas, Kan.—The Farmers have bot the elvtr. of Vancura Bros.—Latto & Robinson, Sylvan Grove, Kan.

Sawyer, Kan.—W. E. Clark has taken over the line of elvtrs. formerly owned by W. E. & E. R. Clark.

Protection, Kan.—The Steven-Scott Grain Co. has let contract to the P. H. Pelkey Constr. Co. for an elvtr.

Macksville, Kan.—R. A. Northrop succeeds John Carter as mgr. of the Macksville Grn. & Supply Co.

Medicine Lodge, Kan.—The Hunter Mfg. Co. of Wellsburg, is reported to have bot the elvtr. of Williams & Battin.

Potter, Kan.—James Robinson has replaced the steam power with a 15-h.p. Witte Gasoline Engine to run his elvtr.

Onaga, Kan.—We have bot the elvtr. of the Western Elvtr. Co.—Paul Cosandier, Wahoo, Neb., pres. Onaga Lbr. Co.

Harper, Kan.—Rex Nordyke has bot the elvtr. of W. L. Williams and will operate it under the name of the Nordyke Grain Co.

Cairo, Kan.—The Millers Grain Co. of Hutchinson, Kan., has purchased one of the elvtrs. here, and takes possession at once.

Abbyville, Kan.—The recently organized Citizens Grain Co. has just completed a 20,000-bu. elvtr. and are ready for business.

Padonia, Kan.—The Farmers Grain & Supply Co. has completed a 15,000-bu. frame elvtr., iron clad.—G. H. Birchard had the contract.

Hutchinson, Kan.—Geo. Noll, formerly with the Williamson Grain Co. Wichita, is now with the O'Neil-Kaufman-Pettit Grain Co. of this city.

Lost Springs, Kan.—Our new elvtr. will be completed this week and will be up-to-date in every respect.—J. A. Coffman, mgr. Farmers Union No. 385.

Stockton, Kan.—Frank Montgomery has just completed a new 25,000-bu. iron clad elvtr., with gasoline power. R. M. Van Ness Constn. Co. had the contract.

Ensign, Kan.—The Wing Grain Co. of Dodge City has completed its new 12,000-bu iron clad elvtr., equipped with Columbus 8-h.p. Engine, Fairbanks Automatic Scale and manlift.

Joy sta., Greenburg p. o., Kan.—Joy Grain Co. has completed its new 18,000-bu. iron-clad elvtr., equipped with 12-h.p. Fairbanks Gasoline Engine, Eureka Cleaner, and Fairbanks Automatic Scale.

Abilene, Kan.—Work is progressing rapidly on our elvtr. but as wheat is moving and elvtr. is not complete, we expect to load on track for a short time.—D. Sommer, mgr. Farmers Co-op. Co.

Kansas City, Kan.—The elvtr. and warehouse of Alfred Weston & Sons, erected to replace the ones burned May 6, are complete. The elvtr. is practically fire-proof and has a capacity of 35,000 bus.

Vliets, Kan.—The Vliets Grain & Coal Co. has bot the elvtr. of the Baker-Crowell Grain Co. and has installed a 20-h.p. Fairbanks Morse Oil Engine and has put the elvtr. in excellent repair.—W. T. Buck.

Hutchinson, Kan.—The O'Neil-Kaufman-Pettit Grain Co. having sold the balance of its elvtrs., will retain its terminal elvtr. here. It has been leased by L. H. Pettit who will succeed his firm in the grain business.

Midway, Kan.—S. C. Groth of Ellsworth has completed his new 8,000-bu. elvtr. here, equipped with 6-h.p. Fairbanks Gasoline Engine, Richardson Automatic Scale. The house is a studded structure on cement foundation.

Hutchinson, Kan.—We have purchased the line of elvtrs. of the O'Neil-Kaufman-Pettit Grain Co. on the Rock Island and will operate them for the benefit of our Hutchinson plant.—August J. Bulte, vice-pres. Larabee's German Mills.

Baldwin, Kan.—C. A. Liggett & Son have completed their new 15,000-bu. elvtr. and are now taking in grain. It is run by gasoline power and is one of the best and most up-to-date elvtrs. in the state. R. M. Van Ness Constn. Co. had the contract.

Minneola, Kan.—The Liberal Elvtr. Co. of Hutchinson has completed its new 18,000-bu. elvtr. here, equipped with 1 Fairbanks 10-h.p. Gasoline Engine and Automatic Scale, Boss Car Loader. The house is a frame structure on cement foundation.

Kansas City, Kan.—D. R. Gorden, chief of the grain inspection dept. of the state, reports that his dept. is inspecting one half or more of the grain now being received here and says: "We are only inspecting where we are called by the receivers of the grain."

Macksville, Kan.—W. T. Shute of Wilroads is building an elvtr. here. The Murphy Mfg. Co. is supplying the machinery.

Hutchinson, Kan.—The Big Four Grain Co. has been organized and has asked for six elvtr. sites along the Rock Island right of way. C. F. Bucher of Stafford is interested in the company.

Topeka, Kan.—The grain commission of the state will meet in the Governor's office in this city, July 30th, at 10 a. m., and members of the Kansas Grain Dealers Ass'n are urged by Sec'y Smiley to be present to make suggestions as to changes to be made in the present rules covering the inspection of grain.

Bison, Kan.—The Humburg Lbr. Co. has just completed its 20,000-bu. cribbed elvtr. The power house is of concrete and is 10 feet away from elvtr., which is equipped with Invincible Cleaner, and Murphy Manlift; iron clad siding and roof. The P. H. Pelkey Constn. Co. had the contract.

Hutchinson, Kan.—Following the business session of the recent meeting of grain dealers at the Board of Trade, a dinner was tendered the visitors by the entertainment com'tee of the Board of Trade, at the Elks Club and the evening was spent at Riverside Park, where free admission to all concessions had been arranged for.

Salina, Kan.—The millers and elvtr. men of this city have agreed on a basis for the purchase of storage wheat for the year. Storage tickets are issued to the farmers providing for the purchase of wheat based on the average price of No. 2 hard wheat in Kansas City on the day of purchase less 12c, to cover freight and handling charges, no charge being made for storage.

Lyons, Kan.—C. A. Cooper & Co. have bot the elvtr. of R. J. Johnston which it has been leasing and has had the building overhauled and placed in A No. 1, condition. A new corn sheller and machinery for making corn meal and chop will probably be installed also. The same company is just completing a 6,000-bu. elvtr. with a handling capacity of 1,000 bus. per hour, at the extreme north end of the city to accommodate the farmers west and north of the town. This will be known as the Frisco Elvtr. and will be in operation within a week. The other elvtr. which is in the east part of town will be called the Pacific Elvtr.

The threshers and grain men of this state have been warned by the state board of health thru Sec'y J. S. Crumline, M. D., of the liability of prosecution in reference to the amount of weed seed and foreign matter found in the newly threshed wheat of the 1912 crop. Two circular letters were sent out urging that steps be taken to guard against wheat adulteration, following the many complaints received by the dept. The letters urge also the most thoro screening of all wheat and explain that the finding of more than one lb. of foreign matter in a bus. of wheat will be construed as an adulteration and will constitute a violation of the pure food and drug act.

The final order in the grain inspection case providing for the distribution of the money collected for inspection since the suit was started a year ago this month, was given by the Kansas Supreme Court July 6. The money paid to the clerk of the Supreme Court while the litigation was pending amounts to about \$28,000. About \$8,000 was collected from five large elvtrs. in Kansas City prior to December when those elvtrs. changed from public to private hands. This last sum the Supreme Court today ordered paid to the state grain dept. and the balance was ordered turned back to the elvtr. companies and the railroad and terminal companies which paid it in and will be returned to the grain shippers. The court holds that the expenses of the litigation are a proper charge upon the contingent fund of the grain inspection dept. or the governor's contingent fund and if these funds are not large enough to liquidate these expenses the cost will have to await an appropriation by the legislature.

Topeka, Kan.—Sec'y Smiley reports that the state factory inspector has made an examination of a large number of country elvtrs. within the past two months, and acting under Chapter 197, Sec. 1 of the Session Laws of Kansas, 1911, he has ordered elvtr. owners to equip their houses with metal ladders or stair fire escapes. It seems this was not the intent of the author of the law and surely is not necessary, as no one has ever been burned in the upper story of a country elvtr. If any of our readers know of any reason why country elvtrs. should be equipped with metal ladders or stair fire escapes, we would be pleased to have it for publication.

Topeka, Kan.—Applications for membership in the Kansas Grain Dealers Ass'n have recently been received from the following: Farmers Co-Operative Shipping Ass'n, Sterling; Farmers Grain & Supply Co., Spearville; E. W. Olson Grain Co., Hazelton; W. R. Popkess, Barnes; Joe Clark, Partridge; Alfalfa Mill & Elvtr. Co., Valley Center; W. R. Smith & Son, Holyrood; Nevling Elvtr. Co., Wichita; C. W. Lewis, Hardtner; Jones & Ernie, Bison; P. C. Burge, Parth; P. E. Gingrass, Sedgwick; H. M. Hoop, Norwich; L. P. Schrader, Clay Center; Farmers Grain & Lumber Co., Kensington; Preston Grain, Live Stock & Mercantile Co., Preston; Mead Seed & Grain Co., Mead; Lorraine Grain, Fuel & Stock Co., Lorraine; Stuggart Elvtr. Co., Stuggart; Farmers Grain & Coal Co., Pratt; Martineck & Simecka, Delia; Mulligan Brothers, Delia; Sitka Elvtr. & Merc. Co., Sitka; Adolph Kanal, Hamlin; Bushong Grain Co., Everest; Mitsch Grain Co., Woodbine; Farmers Product & Supply Co., Seward; Bloom Grain & Supply Co., Bloom; Hoyt-Blanchard Grain Co., Topeka; C. J. Honer, Clonmel, and K. R. Mohn, Ellinwood, all of Kan., and Clay County Grain Co., Fairfield; Bonsfield & Reed, Auburn, and Lafe Higgins, Auburn, of Neb.—E. J. Smiley, sec'y.

WICHITA LETTER.

Harry Stover, formerly with the Nevling Elvtr. Co., has accepted a position with the Williamson Grain Co.

The Board of Trade is offering \$200 in prizes for the best hard and soft wheat exhibited at the Wichita fair in October.

Payne & Becker of St. Louis opened a stock, bond and grain office in the Beacon Bldg. July 20, with Walter P. Innes in charge. The office will be equipped with private wires and long distance telephones.

The retention of the present deputy state grain inspector here is receiving the support of many dealers but some members of the Board of Trade oppose continuance of state inspection. Mr. Wasser's work has proved very satisfactory since he has had charge of the office.

KENTUCKY.

Parksville, Ky.—I am rebuilding the Parksville Roller Mills & Elvtr. that burned last fall, putting up a 20,000-bu. elvtr. and a 25-bbl. mill. All equipment will be of the latest pattern.—J. J. Cozatt.

Louisville, Ky.—The Kentucky Public Elvtr. Co. has completed the 16 cylindrical reinforced concrete storage tanks, which it has been building as an addition to its plant and now has a storage capacity of 1,000,000 bus. The tanks are equipped with the Zeleny thermometer system. An addition has also been made to the Hess Drier of the plant which gives this company the largest single equipment for drying grain that has ever been erected. The drier consist of 4 units, 2 of which have just been added, and has a combined capacity 60,000 bus. of grain per day. When in full operation 280,000 cu. ft. of air per minute passes thru the drying and cleaning racks. The steam coils supplying the heat for the drying chamber measure approximately 7 miles of 1-inch steam pipe. When in full operation the drier contains about 7,500 bus. of grain, which can all be handled by one man. The units are built of heavy galvanized steel and cast iron and are absolutely fireproof.

Nicholasville, Ky.—C. S. Evans has bot out the interests of Wm. Glass and J. R. Williams in the Star Mlg. Co. and will now conduct the business under the name of C. S. Evans & Co.—F. P. Kiory, Spears & Sons, Paris, Ky.

LOUISIANA.

NEW ORLEANS LETTER.

The Grain Standardization Laboratory of the U. S. Dept. of Agri. in this city has moved from the Board of Trade building to the Metropolitan Bank Bldg.

We have received the first car of new timothy hay of the 1912 crop to reach this market. It was consigned from Drexel, Mo., and shipped by C. F. Arnold & Co., Kansas City. The hay reached us July 6, in excellent condition, grading No. 1 timothy, and sold promptly.—Jos. V. Ferguson & Co.

Receipts of grain at New Orleans during June included 26,000 bus. of wheat, 455,000 of corn, and 144,000 bus. of oats; compared with 23,000 bus. of wheat, 335,000 of corn, and 136,755 of oats received in June, 1911. Shipments for the month included 84,982 bus. of wheat, 213,344 of corn, and 3,469 of oats; compared with 16,000 bus. of wheat, 322,622 of corn, and 18,392 of oats shipped in June, 1911.—H. S. Herring, sec'y Board of Trade.

MARYLAND.

BALTIMORE LETTER.

Oscar Gibson, formerly with the grain exporting firm of John T. Fahey & Co., is now associated with C. P. Blackburn & Co., grain receivers and exporters.

Pembroke W. Pitt, convicted on the charge of receiving money on fraudulent Bs/L in connection with the failure of Pitt Bros. & Co., is awaiting sentence in the city jail.

Gen. John Gill, formerly a member of the grain exporting firm of Gill & Fisher, died July 2 at his cottage at Ventnor, near Atlantic City, N. J. He entered the grain trade in 1870 and in 1873 formed the partnership with Chas. D. Fisher that is still in business as Gill & Fisher.

C. Arthur Briggs, of the Bureau of Standards of the Dept. of Agri. at Washington, has been making an examination of the methods of the railroads and the Chamber of Commerce grain weighers in weighing large quantities of grain, with a view of reporting the data acquired here and at other markets he will visit, to his bureau for use in devising a standard method of weighing commodities generally.

MICHIGAN.

Kings Mill, Mich.—Schwerin & Reletry have succeeded D. Hohn & Son.

Dryden, Mich.—The Dryden Elvtr. Co. incorporated; capital stock \$8,000.

White Cloud, Mich.—I have succeeded Chase & Fitzgerald.—E. B. Fitzgerald.

Mason, Mich.—The Mason Elevator Co. is installing a Hall Signaling Distributor.

Dexter, Mich.—We have succeeded the Michigan Mlg. Co.—Jas. L. Smith & Son.

Doster, Mich.—Stevens & Martin are installing a Hall Signaling Distributor in their elvtr.

Bellevue, Mich.—Cargo & Owen have succeeded Cargo, Owen & Martens.—F. A. Brown.

Ada, Mich.—We have succeeded the Ada Grain & Mill Co.—Grand Rapids Grain & Mill Co.

Lyons, Mich.—We have succeeded Hawley West & Co. here and at Muir.—Hawley & Stott.

Vernon, Mich.—E. C. Whelan has succeeded Jos. Rilly as our mgr.—Michigan Mlg. Co.

Coral, Mich.—We have built a new elvtr. and bean house, also a feed mill.—Chapple & Skeoch.

Ionia, Mich.—A. C. Van Sickle is now mgr. for us at this station.—J. D. McLaren & Co. Inc.

Sheridan, Mich.—I am going to put in a feed mill and a larger engine.—E. A. Rutherford.

Hastings, Mich.—Albert Herney is now agt. for Smith Bros., Velte & Co.—Edmonds Bros.

Tipton, Mich.—Wm. Buhe is scoop shoveling here more or less. I am the only regular dealer.—Chas. J. Lewis.

Breckenridge, Mich.—The Breckenridge Hay & Feed Co. is equipping its elvtr. with a Hall Signaling Distributor.

Ann Arbor, Mich.—We shall do our usual overhauling but there will be less work than usual.—Michigan Mlg. Co.

Belding, Mich.—We will put in a new bean receiving room and install new cleaning machinery.—E. Chapple & Co.

Jackson, Mich.—The concrete elvtr. of the Eldred Mlg. Co. which was to be finished July 1, is very nearly completed.

Montague, Mich.—Ed Woller and C. J. Jackson are scoop shoveling here. We are the only regular dealers.—Green & Reed.

Olivet sta., Olivet p. o., Mich.—Lynn Van Vleit has succeeded A. C. Van Sickle as mgr. of our elvtr.—J. D. McLaren & Co., Inc.

Tyre, Mich.—We are now operating our elvtr. here, which we formerly leased to McKenzie & Soule.—A. J. Coran, mgr. Ubley Grain Co., Ubley.

Chamberlain sta., Schoolcraft p. o., Mich.—I have recently installed a Monitor Separator in my warehouse.—Floyd Burlington, Marcellus, Mich.

Birch Run, Mich.—I have built an addition to my elvtr. and now have a capacity of 30,000 bus. here and the same at Hemlock.—Chas. Wolohan.

Ionia, Mich.—Many scoop shovelers operate here. The regular dealers are J. D. McLaren & Co., K. R. Smith and ourselves.—Jonathan Hale & Sons.

Flushing, Mich.—Hawkins Bros. have just completed the erection of a string of coal sheds on the property recently purchased from the late I. C. Packard estate.

Blissfield, Mich.—We have just installed a new feed grinding outfit with a capacity of 4 tons per hour and also machinery for making breakfast barley.—Blissfield Mlg. Co.

Ogden, Mich.—The J. J. Walper Co. has bot the elvtr. at this station and is enlarging it, putting in new engine, wagon scales and coal bins.—Blissfield Mlg. Co., Blissfield.

Marcellus, Mich.—F. S. Jones who used to buy grain at this station has not been in business for some years but he still receives quotations on grain, seed and hay.—Marcellus Mlg. Co.

Sunfield, Mich.—J. H. Palmer is trying to do a scoop shoveling business here under the name of his son Paul G. Palmer, who is a minor. We are the only regular dealers.—Sunfield Elvtr. Co.

Saginaw, Mich.—Hart Bros. by 'phone late in the day July 19 ordered a Hess Drier for grain and beans. It was loaded and shipped by next noonday, with the promptness characteristic of the Hess Warming & Ventilating Co.

Fremont, Mich.—We understand that the Newaygo County Fruit & Produce Co. has gone out of business. Jas. L. Hilyard has succeeded W. F. Hilyard & Son, but does not handle grain.—Darling Mlg. Co.

Kalamazoo, Mich.—Morris Kent & Co., operators of the G. R. & I. elvtr. at this station and 14 other elvtrs. thru the state, have amended their charter and increased capital stock from \$10,000 to \$100,000. The firm will build a 40,000-bu. elvtr. at Martin.

Saginaw, Mich.—The new bean elvtr. to be erected by the Saginaw Mlg. Co. will cost \$125,000 and will also be used for grain. It will have a capacity for 25,000 bus. of grain and will be one of the largest bean elvtrs. in the world. The building will be entirely of concrete, 120x70 ft. on the ground and 150 ft. high. Work has been commenced on the foundations.

Jeddo, Mich.—The Grant Elvtr. Co. Inc. has succeeded McMorran Mlg. Co., having bot the elvtrs. of that company at this station and at Blaine. We have also purchased the hay sheds of the Richmond Elvtr. Co. at the same stations. The officers of the company are C. E. Green, pres., W. J. Lamb, vice-pres., and J. A. Heath, sec'y and treas.—Grant Elvtr. Co.

MINNESOTA.

Lake Park, Minn.—A new farmers elvtr. will be built here.

Thief River Falls, Minn.—Jno. Carlson will build an elvtr.

Fairmont, Minn.—The Fairmont Elvtr. Co. will reopen its elvtr. at an early date.

Detroit, Minn.—The Farmers Co-op. Elvtr. Co. will erect a warehouse this summer.

Canton, Minn.—The Farmers Elvtr. Co. has decided to rent its elvtr. for the coming year.

Grey Eagle, Minn.—The Little Falls Mlg. Co. is contemplating the remodeling of its elvtr.

Reading, Minn.—Farmers are talking of organizing an elvtr. company and building an elvtr.

Milan, Minn.—B. Odegard bot the elvtr. of the Monarch Elvtr. Co., taking possession July 1.

Litchfield, Minn.—The Meeker County Farmers Mlg. Ass'n will build an elvtr. at this station.

Biwabik, Minn.—One of the grain and feed warehouses of the N. B. Shank Co. recently burned.

Atwater, Minn.—Victor E. Peterson has bot the elvtr. of the Atwater Union Elvtr. Co. of which he is pres.

Kenyon, Mich.—The Farmers Elvtr. Co. will install electric motors and use electric power in the elvtr. in future.

Charlesville, Minn.—J. R. Stewart has bot the elvtr. of McIntyre-Freric Co. and will take possession at once.

Rose Creek, Minn.—A new foundation is to be put under the elvtr. of Jno. Cronan & Co. and a new engine installed.

Hendricks, Minn.—I have succeeded Theo. Dixon, who resigned, as mgr. of the Hendricks Farmers Elvtr. Co.—G. Gilbertson.

Barry, Minn.—I am now mgr. for the Monarch Elvtr. Co.—P. C. Dilley, former mgr. of the Duluth Elvtr. Co., Viborg, S. D.

Fox Lake, Minn.—E. Holton, buyer for Bingham Bros. at this station, has resigned and will be succeeded by Mr. Spellman.

Wood Lake, Minn.—The Equity Elvtr. & Trading Co. incorporated; capital stock, \$25,000; incorporators, Henry Markgraf and others.

Winona, Minn.—Chas. E. Lewis & Co. of Minneapolis will open a branch office in this city Aug. 1, with Chas. K. Stites in charge.

Norwood, Minn.—Ed Bauermeister, formerly mgr. for the Reliance Elvtr. Co. at this station, is now traveling auditor for the same firm.

Canby, Minn.—Canby Farmers Elvtr. Co. incorporated; capital stock \$12,000; incorporators, Herman Laabs, C. W. Armitage and A. W. Dahl.

Comfrey, Minn.—The recently incorporated Farmers Elvtr. Co. has bot the elvtr. of Bingham Bros. Jno. Schultz is pres. and J. L. Farrell sec'y of the company.

Kasson, Minn.—The Farmers Grain & Supply Co. recently bot the elvtr. of the Western Elvtr. Co., paying \$4,200, taking possession July 1.—J. G. Hanson, sec'y.

Fairmont, Minn.—The present whereabouts of Geo. Wohlheter, sec'y of the Wohlheter Elvtr. Co., is puzzling his friends and business associates. Letters and postals received from him since his disappearance have only added to the mystery. His business affairs are in good shape, according to all reports.

Kenneth, Minn.—W. V. Wiley, mgr. of the elvtr. of Craig & Zeeman for the last 8 years, will succeed M. Conway as mgr. of the Farmers Elvtr. Co., Mr. Conway resigning.

Worthington, Minn.—The Skewis Grain Co. has bot the elvtr. of the McIntyre-Frerich Co. and now has two elvtrs. at this station.—T. M. McCord Co., Minneapolis.

Adams, Minn.—I have resigned my position with the Heising Grain Co. at Rugby, N. D., and have accepted a position with the Hunting Elvtr. Co. at this station.—S. O. Jackson.

Long Prairie, Minn.—W. W. Archer of Finley, S. D., has bot the elvtr. of the Minnesota Farmers Exchange and will tear it down and ship to a new town on the Fargo-Minot cut off.

Breckenridge, Minn.—Equity Elvtr. & Trading Co. incorporated; capital stock, \$10,000; F. O. Pierce, pres. The company has leased the elvtr. of Kelly & Morgan and will open it at once.

Bird Island, Minn.—The Farmers Elvtr. Co. has let contract for an 18x30 ft. addition to its elvtr. to be equipped with scales and dump for unloading, so that two loads can be handled at once.

Lake Wilson, Minn.—The Hubbard & Palmer Elvtr. Co. has undermined its elvtr. and will move it to a new site east of the depot. An 18 ft. addition will be made and it will be completely remodeled.

Duluth, Minn.—G. G. Barnum, Jr., and O. T. Newhouse have been admitted to membership in the board of Trade and the membership of P. B. Watt has been withdrawn.—Chas. F. Macdonald, sec'y.

Medford, Minn.—Harry Adams, agt. of McLaughlin & O'Halloran, is not receiving grain at present as the elvtr. is being repaired. A new dump scale will be installed and a new office has been built.

Montevideo, Minn.—The Montevideo A. S. of E. Co-op. Elvtr. & Trading Co. incorporated; capital stock, \$10,000; incorporators, F. M. Wolfe, pres.; P. M. Hendrickson, sec'y; Emmet Thomas, treas., and O. J. Eddy and Henry Bourne.

Ashcreek, Minn.—I am now mgr. of the Ashcreek Farmers Elvtr. Co., taking the position July 1. We have added three new bins to our coal sheds. E. A. Brown may open his elvtr. Aug. 1, with Joe Rulon in charge.—P. M. Neilson, formerly of Tyler.

Osakis, Minn.—The contract for the 30,000-bu. elvtr. will be let at an early date by the Osakis Mlg. Co., Mgr. C. E. Hutton having announced that the old J. B. Johnson warehouse will be torn down to make room for the new structure, which will be equipped with power shovels and a car puller, as well as all other up-to-date appliances.

Receipts of grain at Duluth during June included 1,180,240 bus. of wheat, 7,936 of corn, 99,507 of oats, 14,236 of barley and 5,602 bus. of rye; compared with 1,738,760 bus. of wheat, 470,600 of corn, 586,633 of oats, 819 of barley and 475 bus. of rye received in June, 1911. Shipments for the month included 2,779,819 bus. of wheat, no corn, 1,342,276 of oats, 59,702 of barley and 3,482 bus. of rye, compared with 2,368,176 bus. of wheat, 203,132 of corn, 529,801 of oats, 1,130 of barley and 190 bus. of rye shipped in June, 1911.—Chas. E. Macdonald, sec'y Board of Trade.

Albert Lea, Minn.—The Speltz Grain & Coal Co. has let contract for a 500-ton coal elvtr. and a 15,000-bu. grain elvtr., to the W. N. Claus Co. The elvtrs. will be on a private track and the arrangements will be made to receive grain in the elvtr. from cars as well as from wagons. The equipment will consist of a feed mill, automatic scale, weighing in and out scale and manlift. It will be run by electric power. The coal elvtr. will be equipped with the latest coal handling machinery, automatically unloading from cars to bins, all coal passing over screens when loaded into wagons and being spouted into a conveyor and elevated into a bin for that purpose.

Evansville, Minn.—Lang, Atwood & White, who were reported in financial difficulties some time ago, have filed schedules in bankruptcy placing the assets at \$14,650 and liabilities at \$26,235. The individual Lang assets are listed at \$12,264 and liabilities at \$10,699 and the Atwood assets at \$9,295 and liabilities at \$13,567.

Randolph, Minn.—The elvtr. of the Commander Elvtr. Co., together with that of the Big Diamond Mlg. Co. and the lumber yards of the North Star Lbr. Co., burned at 10:30 p. m., July 8, the loss amounting to \$12,000, partially covered by insurance. Both elvtrs. had a capacity of 10,000 bus., but were nearly empty, several carloads of grain having been shipped out the day before. The fire burned all night and is believed to have been started by tramps who ate their supper in one of the elvtrs.

MINNEAPOLIS, LETTER.

Frank Meade, of Flandreau, S. D., is on the road for us.—T. M. McCord Co.

Membership values in the Chamber of Commerce have reached the \$4,000 mark.

The Merchants Elvtr. Co. will add 6 reinforced concrete storage tanks to its plant, costing \$17,000.

C. C. Austin, formerly with Stair-Christensen & Timmerman, accepted a position as salesman July 1, with the T. M. McCord Co.

E. P. Bacon & Co., of Milwaukee and Chicago, will open an office in the Flour Exchange Bldg., Aug. 1, with W. B. Hatch in charge.

The annual meeting of the Minnesota Board of Grain Appeals will be held here Aug. 2, to establish grades for the coming crop year.

J. P. Hennessey, formerly cash grain salesman for the McCarthy Bros. Co., has accepted a similar position with the International Grain Co.

The privilege of corporate membership in the Chamber of Commerce has been granted to Shane Bros. & Wilson Co. and th Hoover Grain Co.

A. J. Atkins, formerly with the Peavey Grain Co., is now a member of the Hoover Grain Co., of Duluth, and will represent that company in this city.

Frank C. Metcalf will travel for Dalton & Gould this season and A. L. Hovland and John McPhee will represent the Hoover Grain Co. on the road.

The interior of the storehouse of the elvtr. of the G. E. Gee Grain Co. was partially wrecked by fire July 16, which did damage to the amount of several thousand dollars. The storehouse was old and was filled with old machinery.

The following memberships in the Chamber of Commerce have been transferred: Henry C. Yutsy to Geo. C. Shane, elected; C. A. Malmquist to Chas. Goldstein, elected. The following requests for transfer have been posted: W. C. Leistikow to Wm. J. Bettingen; O. E. Davidson to O. C. Wyman, and W. D. Gregory to W. L. Brisley.

The directors of the Chamber of Commerce have decided that hereafter no one can exercise the privileges of a chamber membership unless he is actual owner of it, thus checking the custom of renting memberships which has prevailed for a number of years. Formerly, the owner of a membership could lease it to a non-member and such renting carried with it the right of the lessee to go into the pit and buy or sell.

The directors of the Chamber of Commerce at a meeting held July 9, adopted a resolution calling attention to the great need of national legislation upon which a B/L may be framed that will be uniform in its application as to interstate traffic, and instructed Sec'y McHugh to request the members of the Ass'n to write their senators and representatives in Congress, endorsing Senate Bill No. 6810, the Pomereene Senate Substitute Bill meeting with their approval.

That a tax of \$5,700 on Chamber of Commerce memberships valued at \$1,000,000 is collectible is a ruling made July 24 by City Atty. Fish at the request of the board of equalization, under the new state law providing for the taxation of money and credits.

Traveling representative licenses have been issued by the Chamber of Commerce to the following: E. H. Watts to represent William Dalrymple; Frank C. Metcalf to represent Dalton & Gould; A. L. Hovland, John McPhee and W. L. Hoover to represent Hoover Grain Co.; Nels Distad to represent Van Dusen-Harrington Co.; W. L. Hardy to represent Cargill Commission Co., and Barney J. Jacobs to represent the P. B. Mann Co. Application for license has been made by Walter C. Borvil to represent Getchell-Tanton Co.

Receipts of grain at Minneapolis during June included 3,372,310 bus. of wheat, 361,140 of corn, 513,760 of oats, 242,840 of barley and 87,050 bus. of rye; compared with 5,179,010 bus. of wheat, 734,450 of corn, 1,046,430 of oats, 328,000 of barley and 33,200 bus. of rye received in June, 1911. Shipments for the month included 2,236,640 bus. of wheat, 271,460 of corn, and 641,260 of oats, 248,870 of barley and 61,460 bus. of rye; compared with 1,708,980 bus. of wheat, 261,100 of corn, 746,330 of oats, 444,400 of barley and 13,800 bus. of rye shipped in June, 1911.—John G. McHugh, sec'y Chamber of Commerce.

The following resolution in regard to delay in unloading grain at terminal elvtrs. and the loss thru heating were adopted at a recent meeting by the directors of the Chamber of Commerce: Whereas, Sellers of corn, flax, etc., in the market of this ass'n have from time to time suffered severe losses, due to the fact that the grain or seed sold has greatly deteriorated in value through heating, this loss being increased in many cases by delay on the part of the buyers in unloading the cars after delivery to the terminal elvtr. or industry, causing much controversy and uncertainty as to the rights of the respective traders in such cases. Be it resolved, That in cases where buyers of commodities thru the market of this ass'n fail to unload or reject cars within 48 hours after actual or constructive delivery to the terminal elvtr. or industry, the buyer shall not be allowed, as between him and the seller, any claim for loss resulting from the grain or seed heating, unless he is able to prove that, at the time of the actual or constructive delivery, the grain was in a heating condition. Be it further resolved, That for the purpose of this resolution, the records of the railroad company shall be prima facie evidence of the time of the actual or constructive delivery to the terminal elvtr. or mill.

The fight of the members of the Chamber of Commerce against a yearly membership tax of \$10.50 on each membership has been carried to the city council, Attorney W. V. Mercer, of the Chamber, appearing before that body July 12 and demanding the cancellation of the assessment, which was made this year for the first time, each membership being given an arbitrary valuation of \$3,500 by the city assessor, under the new law regarding taxation of moneys and credits. Mr. Mercer argued before the board for a cancellation of the tax on the claim that membership in the organization does not have a tangible value and that the organization is maintained merely as a fraternal society is conducted, that it does not in itself conduct a business for gain, that its realty holdings, including the Chamber of Commerce building, are taxed as such and that the members would be doubly taxed should the assessment on their memberships be allowed to stand. Heretofore the courts have decided that a chamber membership was a personal privilege and a thing against which no tax could be assessed, inasmuch as a certificate of membership represents an interest in the buildings, etc., and a personal privilege in the use of them for the transaction of business.

Henry Poehler, head of the H. Poehler Co., one of the oldest business firms in this city, died at his sister's home at Henderson, July 18, after an illness of only two days. Mr. Poehler would have been 80 years old had he lived until Aug. 22, and has been identified with the development of the state since he came to this city in 1843. In 1855 he founded the H. Poehler Co. with his brother Frederick under the name of H. Poehler & Bro., buying the Indian trading store of Jos. R. Brown. He was regarded as a firm friend by the red men, who never molested him in his many trips thru their country, giving him safe passage even in time of war. The firm was incorporated under its present name and celebrated its 50th anniversary in 1905. The Pacific Elvtr. Co., with a line of country grain elvtrs. along the Minneapolis & St. Louis right of way to Watertown, S. D., was established by Mr. Poehler in 1881. In 1889 he sold his interest in the Henderson business and thereafter made his home in Minneapolis. The business was incorporated in 1893, and for a number of years past Mr. Poehler's sons have taken all responsibility, and he has lived a semi-retired life, spending each winter in California, yet always interested in the general conduct of the business and a frequent visitor on 'change in Minneapolis when here in the summer time. He is survived by his widow, three sons and two daughters.

MISSOURI.

Ludlow, Mo.—McClintock & Warner will build an elvtr.

Centerview, Mo.—We have succeeded W. A. Porter.—W. H. Sherrick.

Shelbina, Mo.—Thos. and Lee Collins have bot the elvtr. of Joe Foster.

Clarence, Mo.—J. M. Wine & Co. will install a Hall Grain Distributor in their elvtr.

Aullville, Mo.—I have purchased one of the elvtrs. on the Mo. Pac. at this station and expect to handle grain.—R. A. Roberts.

Corning, Mo.—There has been a great deal of talk about a farmers elvtr. here, but I think that is about all it will amount to.—F. W. Walter.

Montrose, Mo.—J. D. Mann has remodeled his elvtr., building a new cupola and installing one new elvtr., an 18-h.p. gasoline engine and new dump for small grains.—A. J. M.

King City, Mo.—C. E. Frederick, buyer for several St. Joseph grain concerns, has leased property along the Burlington right of way and will begin the erection of an elvtr. at once.

Louisiana, Mo.—We have changed the name of our firm from Shaw-Garner Co. to Anderson-Garner Co., and are operating elvtrs. at this station, Rockport, Ill., New Canton and East Louisiana, Ill., having bot the interest of the late Chas. R. Shaw. We have incorporated for \$40,000. Our headquarters will be at Rockford, Ill.—J. C. Prike, Anderson-Garner Co.

KANSAS CITY LETTER.

F. B. Conner is now traveling for the Moore-Lawless Grain Co.

A loss of \$100 worth of grain was caused by a fire in a bin in the elvtr. of the Rock Island & Pacific, on the Kansas side of the river.

Lev Fowler was given until July 20, by Judge Guthrie, to raise \$800 and redeem his membership by satisfying a judgment for that amount obtained against him by Chas. D. Carlisle. Fowler was cited into court for alleged contempt for refusing to sign the transfer of his membership in the board of trade to Carlisle, the latter having purchased the seat at public sale for \$2,000. Fowler explained that his refusal to sign the transfer was because he thought the judgment was not a just one.

A. R. Ware, formerly grain inspector at Port Arthur, Texas, has been placed in charge of the new Board of Trade Inspection Dept., to handle grain inspections on the Kansas side of the river.

Geo. A. Aylsworth, W. C. Goffe and D. F. Piazzek have been appointed by the directors of the Board of Trade as a com'te to attend to the details of a plan to organize an inspection dept. for grain arriving from Kansas or yarded on that side of the river. R. J. Thresher, vice-pres. of the Board of Trade, in speaking of the plan, said that the dept. would probably be established as soon as the details could be arranged.

ST. LOUIS LETTER.

The Saxony Mills have installed a Sonander Automatic Scale in their new concrete elvtr.

The H. Heinrichsmeyer Feed Co. has the foundation for its new concrete elvtr. nearly completed.

The Great Western Feed Co. is installing a Sonander Automatic Scale for its grain dept. and a bagger for the feed dept.

J. F. Quinliven & Bro. are building a concrete elvtr. and installing a Sonander bagger. Wm. Scott & Son have the contract.

Henry Sayers of Henry Sayers & Co., who suffered serious injury in an automobile accident last September, died July 18, in London, Eng., from the effects of his injuries. He was a member of the Merchants Exchange and is survived by his widow, two sons and two daughters.

J. M. Fuller, formerly connected with the J. M. Fuller Grain Co., and O. J. Woolridge, formerly traveling representative for the John Mullally Commission Co., have formed a partnership and have opened an office in the Merchants Exchange. They will conduct a general cash grain business.

The St. Louis Grain Elvtr. Co. has been incorporated with a paid-up capital of \$25,000 by Jacob Schreiner, who will act as pres.; Ralph J. Pendleton, vice-pres.; Leslie A. Cash, treas., and Charlie A. Schreiner, sec'y. The new company has leased the 1,500,000-bu. plant of the Mississippi Valley Grain & Elvtr. Co.

John Dower, supervisor of the dept. of weights of the Merchants Exchange, reports that there were received at St. Louis during June, 371 cars with leaking grain doors, 29 leaking over grain doors, 1,307 with leaking boxes, 76 with leaking end windows, 631 cars not sealed, 141 with end windows not sealed and 25 with end windows open.

Judge Brown, of the Missouri Supreme Court, on July 16 sustained the decision of the St. Louis Circuit Court in dissolving a temporary injunction obtained by the C. H. Albers Commission Co., restraining the enforcement of contracts to deliver grain to John T. Milliken and others. The suit began over 8 years ago and involved \$60,000 of margins Albers refused to turn over to Milliken, Corwin H. Spencer and Thomas Akin, alleging the trio had cornered the market.

John C. Fears, veteran member of the Merchants Exchange, and one of the first grain inspectors in this city, died July 18, at the age of 64, after an illness of two months, due to the hardening of the arteries of the brain. Mr. Fears came to St. Louis in 1872 and served as inspector under U. J. Livingston, the first regular inspector appointed at this market. He was later made a member of the Board of Grain Inspection and served for many years, also managing a number of elvtrs. In 1896 he went to New Orleans and took charge of the elvtr. of the Illinois Central Ry. Co., returning in 1908. Soon after this he went to Baltimore and was connected with an exporting firm there for some time, returning to this city on account of ill health in 1910. He is survived by his wife, three sons and a daughter. Members of the Merchants Exchange, of which he was a member for over 40 years, acted as pallbearers at his funeral, July 19.

MONTANA.

Wibaux, Mont.—The Occident Elvtr. Co. of Minneapolis, will erect an elvtr.

Stipek, Mont.—The Occident Elvtr. Co. and the Eastern Elvtr. Co. are building elvtrs. at this station.

Laurel, Mont.—The Occident Elvtr. Co. is building a 40,000-bu. elvtr. at this station.—W. R. Westbrook.

Tifton, Mont.—H. H. Tift and I. W. Meyers are interested in the erection of a corn elvtr. at this station.

Hobson sta., Philbrook p. o., Mont.—The recently incorporated Farmers Mill & Elvtr. Co. will build a 40,000-bu. elvtr.

Wibaux, Mont.—The Dennis Elvtr. & Transportation Co., of Dennis, is considering the erection of an elvtr. at this point.

Straw, Mont.—R. A. Krusee, of Dickinson, N. D., has taken charge of the elvtr. of the Montana Elvtr. Co. at this point.

Miles City, Mont.—The Lytle Elvtr. Co. was the successful bidder for the furnishing of \$75,000 worth of hay, grain and other feed for the Keogh remount station.

Roundup, Mont.—We have bot the elvtr. of the Roundup Elvtr. Co. here and will operate under the old name. I will be mgr.—W. P. Ladd, formerly of Park Rapids, Ia.

Culbertson, Mont.—Louis Peterson, for many years traveling solicitor for the John Miller Co., has accepted the position of mgr. of the Lanark and Culbertson Farmers Elvtr. Co., with headquarters at this point.

Clyde Park, Mont.—The Occident Elvtr. Co., of Minneapolis, will begin work at once on its 40,000-bu. elvtr., and will also build a large warehouse. The elvtr. will be equipped with a grain separator and other up-to-date machinery.

Helena, Mont.—We regret that this is not a grain shipping point at present, but an irrigation scheme has been commenced in the valley, which will cover 5 or 6,000 acres this fall and we look for great developments next year.—Steele, Hindson & Co.

Lewistown, Mont.—The Western Lumber & Grain Co., operating elvtrs. at this station, Glengary, Moore and Garnell has changed hands. New officers are Geo. M. Stone, pres., and W. J. Johnson, sec'y-treas. The new owners have sold out the lumber business and will confine their attention to the grain interests.

NEBRASKA.

Milford, Neb.—The Buckley Grain Co., incorporated; capital stock \$20,000.

Dodge, Neb.—We have incorporated for \$20,000.—Ben Borgemyer, mgr. Farmers Grain & Lbr. Co.

Thurston, Neb.—The Farmers Grain Co. has installed a Hall Signalling Grain Distributor in its elvtr.

Farwell, Neb.—The Gooch Mill & Elvtr. Co. has closed its elvtr. at this point, as it is not worth repairing.—Ignac Pawlowski.

Aurora, Neb.—The elvtr. of the Updike Grain Co. at this station, which was operated last year by Endleman & Stockham, has been leased by E. Stockham and was opened July 16.—G. A. Peters, agt.

Osmond, Neb.—The Farmers Grain Co. contemplates putting a new foundation under the elvtr. Business is so heavy they think they need to build on rock instead of sand.—Louis E. Mann, Creighton.

Plainview, Neb.—I am still in the grain business, being agt. for the Nye-Schneider-Fowler Co. at this station. We are putting up coal sheds and will handle coal in connection with grain.—E. G. Harris, agt.

Omaha, Neb.—The first car of new wheat received at this market was sold on the floor of the exchange July 10th, by Merriam Bros., grading No. 2 hard winter and testing 63 lbs. to the bu. The price was 97½c.

Springbranch, Neb.—I have sold my elvtr. to the Forter Grain Co., of Lincoln, and A. R. Hicks, of Dewese, is in charge of it for them. I still have my elvtr. at Mt. Clare and may buy a few others.—Richard Heinen.

Morrill, Neb.—The large feed store and elvtr. of W. R. Preston was struck by lightning at 7 p. m., July 5, and burned to the ground, loss \$11,000; insurance \$6,000. The rainfall was so dense that the fire was not discovered until it broke thru the roof.

Creighton, Neb.—Having been called to Colorado by the death of my brother, Geo. E. Mann, my wife and I spent three weeks among the mountains and like them very much. Wm. Anders, agt. for the Seth Jones Grain Co., spent a month's vacation among friends and relatives at Tinley Park, Ill.—Louis E. Mann.

NEW ENGLAND.

New Bedford, Mass.—I sold my business to Guay Bros. some time ago.—J. A. Bouvier.

Newport, Me.—Judkins & Gilmore Co., incorporated to deal in grain, lumber, etc.; capital stock \$100,000; incorporators, O. M. Judkins, pres., J. A. Gilman, treas.

Boston, Mass.—The Palmer Coal & Grain Co., incorporated; capital stock, \$10,000; incorporators, Willard F. Fillmore, Jos. C. McVeigh and Herbert R. Puffer.

Boston, Mass.—Members of the Chamber of Commerce engaged in the grain, flour, feed and hay trade, held a meeting July 9, to hear the report of the recently appointed com'tes and to discuss means of bringing about a greater degree of co-operation among members of trades represented.

Boston, Mass.—Paul Stucklen, for many years an active member of the Chamber of Commerce, died at his home in Dorchester, July 15, at the age of 65. Mr. Stucklen came to this country from Germany in 1847 and soon entered the grain and hay trade, building up an extensive business which is still conducted under the name of the Paul Stucklen Co., of which he was pres. He is survived by his widow and four sons.

NEW YORK.

Albany, N. Y.—The Barry Grain Co., incorporated; capital stock, \$10,000; incorporators, J. A. Barry and H. A. Gallup.

New York, N. Y.—The following standing com'tes were recently appointed by the pres. and mgrs. of the Produce Exchange: grain, A. C. Fields, chairman; Wm. Riemschneider, Wm. Beatty, H. G. Graff and Kenneth J. Muir; carlot grain, Wm. J. Brainard, chairman; R. G. Brandt, W. P. Ketcham, Otto Keusch and B. A. Allen; grain commission rules, Frank I. Maguire, chairman; C. Walton Andrus, Stephen J. Hill, Jr., W. K. White and T. Harry Story.

New York, N. Y.—The old question of a future delivery market for Manitoba wheat at the seaboard was again discussed at a meeting of the grain trade of this city, July 9. The question has been agitated for the last 10 years, but owing to opposition of interests handling this wheat, no definite action has ever been taken. The immense size of the Manitoba crops, however, has revived the subject in an aggressive manner and advocates of the market, while realizing the difficulties in the way are in hopes that a contract can be made with the Canadian sellers, receivers and handlers of the seaboard and exporters that will be satisfactory to all, the main obstacle being the great variation in the values of different grades. This season the exporters have handled No. 4, 5 and 6, at big discounts for export, and there has been a very much lighter demand for the higher grades. Suggestions have been made that the contract be based on the Winnipeg basis, and that lower grades be covered by separate contracts, to permit the trading in the lower grades, if de-

sired. Buffalo wud be used as the storage point, as this wud give an open route all the year, Montreal being open only about half of the time. The establishment of such a market wud give a hedging proposition which wud protect the grain east of the lakes and wud undoubtedly prove a great advantage to the trade.

NORTH DAKOTA.

Mott, N. D.—The Farmers Equity Union will build the fifth elvtr. here.

Moffit, N. D.—The Farmers Elvtr. & Merc. Co. will build a 30,000-bu. elvtr.

Eckelson, N. D.—The Farmers Elvtr. Co. has let contract for a 35,000-bu. elvtr.

Ray, N. D.—A farmers elvtr. company has been organized with a capital stock of \$10,000.

Blanchard, N. D.—Lightning recently struck the elvtr. of the Northwestern Elvtr. Co.

Berlin, N. D.—The elvtr. of the Berlin Farmers Elvtr. Co. burned Oct. 2, 1911, is to be rebuilt.

Makoti, N. D.—The Farmers Equity Elvtr. Co., of Ryder, will build a 40,000-bu. elvtr. at this station.

Grand Forks, N. D.—The Russell Mfg. Co. will build a 32x42x80 ft. addition to its plant, costing \$5,000.

Tower City, N. D.—F. C. Bairey succeeded me as agt. for the Baldwin Elvtr. Co.—N. B. Davis, Buffalo, N. D.

Edgeley, N. D.—The elvtr. of the Powers Elvtr. Co. was struck by lightning and destroyed July 3; loss \$10,000.

Sawyer, N. D.—I am back in Sawyer again, getting ready for the big crop we are going to have.—P. M. Martens, Jr.

Valley City, N. D.—The first annual meeting of the State Ass'n of Mgrs. of the Farmers Elvtr. Co.'s was held July 17.

Coburn sta., Sheldon p. o., N. D.—The recently organized Farmers Elvtr. Co. has bot the elvtr. of the Monarch Elvtr. Co.

Chafee, N. D.—I have taken the position of mgr. of the Farmers Elvtr. Co. at this station.—E. A. Harseim, formerly of White, S. D.

Norwich, N. D.—Earle L. Champiin, mgr. of the Monarch Elvtr. Co., was married July 9th, at Beardsley, Minn., to Miss Katherine Daly.

Geneseo, N. D.—I have moved to this station and am buying grain for the Cargill Elvtr. Co. I was formerly their agt. at Dwight.—Oscar Otterson.

Powers Lake, N. D.—Work has been started on the elvtr. of the Imperial Elvtr. Co., and it is expected that the building will be finished in 30 days.

Cogswell, N. D.—We are installing a new steel boot tank in our elvtr. and doing some needed repair work.—I. W. Overton, mgr. Independent Elvtr. Co.

Ryder, N. D.—We will install a No. 66 Foster Cleaner and a Fairbanks, Morse Automatic Scale of 15,000 bus. capacity in our elvtr.—Farmers Equity Elvtr. Co.

Simcoe Sta., R. F. D., Granville, N. D.—E. W. Fromahder has been elected sec'y of the recently organized Farmers Elvtr. Co., which will build an elvtr. at an early date.

Dickinson, N. D.—The recently incorporated Jno. F. Davis Elvtr. Co. will build a 45,000-bu. elvtr., to be complete within two months. This will be the fifth elvtr. at this station.

Esmond, N. D.—The Andrews Grain Co. has bot the elvtrs. of the Kendricks Grain Co. and the Farmers Elvtr. Co. The elvtrs. will be taken down and rebuilt on one of the new lines.

Buffalo, N. D.—I have succeeded I. J. Hough as mgr. of the Farmers Elvtr. Co., Mr. Hough having bought the elvtr. of the Monarch Elvtr. Co.—N. B. Davis, formerly mgr. Baldwin Elvtr. Co., Tower City.

Belfield, N. D.—At our annual meeting July 11, Henry Truelsen was elected pres., O. F. Olson, vice-pres.; Jas. A. Eslick, sec'y, and Walter S. Morris, treas. New fixtures will be placed in the office and a bookkeeper will be hired. I have been mgr. for the past two years and will stay on the job for another one.—N. J. Steffen.

Sykeston, N. D.—We will remodel our old house at this station and build a new cement bottom house of the most up-to-date construction, the two houses being connected at top and bottom. We will also move the engine house to a more advantageous position and install a feed grinder in the old elvtr. The Occident Elvtr. Co. has reshingled its elvtr. and made other necessary repairs.—C. S. Cousins, agt. Andrews Grain Co.

Blabon, N. D.—The Northwestern Elvtr. Co. will build a new office and an engine room. W. E. Taplin, formerly our mgr., has resigned and is now traveling supt. for the Northwestern Company. I have succeeded him as mgr. of the Farmers Elvtr. Co. The St. Anthony & Dakota Elvtr. Co. has repainted its elvtr. and will do some repair work. Arthur Holt, agt. for them, is building a bungalow and will be married next month.—J. C. Walters, mgr. Farmers Elvtr. Co.

OHIO.

Fremont, O.—John F. Gottron of Gottron Bros., grain dealers, died recently.

Mechanicsburg, O.—George N. Edger will install a Hall Signaling Distributor in his elvtr.

Frederickton, O.—Beware of Levering Brothers. There are other undesirables. Expose them.—C. A. King & Co.

Napoleon, O.—Jno. H. Vocke & Son have succeeded H. H. & J. Vocke, the members of the new firm being John H. and Lawrence J. Vocke.

Prairie Depot, O.—The elvtr. of Cruikshank & Wright burned to the ground July 6. Loss \$10,000, partially covered by insurance. It will be rebuilt at once.

Columbus, O.—The Western Ohio Grain Storage Co., incorporated; capital stock, \$10,000; incorporators, L. W. Burk, R. D. Patton, C. E. Braumiller and L. B. Miller.

Whiteville, R. F. D. No. 18, Metamora, O.—C. E. Otto, formerly with Gordin & Jordan at Florence, O., has recently been elected mgr. of the Farmers Grain & Coal Co. at this station.

Cincinnati, O.—Pres. Draper of the Chamber of Commerce has been authorized to appoint a com'te of seven to consider the request of the members of the Grain & Hay Exchange for the establishment of a traffic bureau.

Pittsburg, O.—David A. Flemming, alleging negligence on the part of the Union Grain Co. in allowing a corn bin to remain open, has brot suit against the grain company for damages on account of injuries received by him when he fell into the open bin.

Sandusky, O.—During a recent heavy storm the elvtr. of the Sandusky Grain Co. was struck by lightning and the roof was badly damaged. Lou Worden was knocked down by the shock. Balls of fire seemed to fill the air and an explosion was imminent when a bolt followed the iron covering of the gasoline tank. Fortunately, however, the gasoline burned, melting the tank and the fire did not spread.

TOLEDO LETTER.

Harry Enright, who has been employed in the office of Chief Grain Inspector Culver, has been promoted to the office of asst. grain inspector.

Work on the 50,000-bu. elvtr. of the Chas. Rockwell Co. of Mt. Vernon, N. Y., will be started Sept. 1. It will be entirely of concrete and will cost \$50,000.

The Hay & Grain Producers & Shippers Ass'n of Northwestern Ohio will hold its July meeting in this city, July 26. Sec'y Riddle says: "All local considerations will be tabooed and we will deal only with live and broad trade questions."

The first car of new wheat to reach this market was received by us July 22. It was not of very good quality, being badly mixed with chaff, containing smut balls and testing only 57½ pounds. Inspector ordered the wheat run through a blower whereby the chaff and smut balls were taken out and the weight of the wheat raised to 59 pounds.—J. F. Zahm & Co.

A new plan to prevent car leakage in transit was evolved by the grain dealers and railroad representatives at a recent meeting of the Produce Exchange. A skilled cooper will be kept at each elvtr. in the city, whose duty it shall be to see that all car doors are securely fastened before shipment and who shall also see that all other necessary precautions are taken to stop leakage.

OKLAHOMA.

Carmen, Okla.—Oscar W. Reeg, who has been mgr. of the elvtr. of Edward Kelly for the past two years, has bot the elvtr.

Aline, Okla.—The Cherokee Mill & Elvtr. Co. has leased the elvtr. of R. H. Drennan and placed Frank Hotchkiss in charge.

Council Hill, Okla.—Fender, Wright, Wood & Newton have purchased and taken possession of the elvtr. of F. R. Wildman.

Lamont, Okla.—L. E. Ward will be mgr. for the Blackwell Elvtr. Co. and will take charge as soon as repairs on the elvtr. are completed.

Wann, Okla.—J. L. McCabe has his new elvtr. practically completed. Its capacity is 20,000 bu. It is iron clad and run by gasoline power.

Texhoma, Okla.—J. E. Patton has succeeded the Patton-Douglas Grain Co. at this station. He has built coal sheds, also installed a cleaner in his elvtr.

El Reno, Okla.—A meeting of the Oklahoma Grain Dealers Ass'n was held here July 18, attended by about 35 members. Crop conditions and matters of current interest were discussed.

Claremore, Okla.—The Pittman & Harrison Co. of Sherman, Tex., has bot the plant of the Oswego Seed & Grain Co. Important improvements will be made by Mgr. Frank Y. O'Bannon, who will move here and take active charge at once.

Scoopers making trouble in Oklahoma are W. H. Olmstead, Waynoka; C. E. Washburn, Quinlan; Tyner & Scott, Goltry; J. W. Gerhardt, Watonga; Frank Loser, Amarita; H. T. Rollins, Geary; T. J. Straughn, Nardin; Mr. Killough, merchant, Rocky; A. L. Whitlaw, Heman.

Oklahoma City, Okla.—The following have been admitted to membership in the Oklahoma Grain Dealers Ass'n: Reeg Grain Co., Carmen, Okla.; J. & V. Grain Co., Isabella, Okla., and the Weatherford Mfg. Co. of Ross sta., Murry p. o.—C. F. Prouty, sec'y.

Enid, Okla.—The Northwestern Grain Dealers Ass'n held a meeting July 6 and discussed crop conditions, weighing, testing, shipping and other matters of general interest to the grain trade. About 50 dealers attended including R. H. Drennan, pres., and C. F. Prouty, sec'y of the Oklahoma Grain Dealers Ass'n.

PENNSYLVANIA.

West Reading, Pa.—Irvin Shinneman is building a 6,000-bu elvtr.

New Brighton, Pa.—The elvtr. of J. H. Hornby & Sons now in the course of construction will be six stories high, on a concrete foundation and will have a capacity of 85,000 bus. It will be so constructed that it will be an easy matter to increase the capacity to 200,000 bus, when occasion requires. A roadway 120 ft. long will extend thru the plant.

PHILADELPHIA LETTER.

The first wheat of the new crop to reach this market was received by L. F. Miller & Sons, July 5, from Maryland. The consignment consisted of two cars, one grading No. 2 red and the other steamer No. 2 red.

The officials of the Penn. Ry. Co. have announced that the specifications for the \$1,000,000 elvtr. to be erected at Girard Point are now ready and the contract for construction will be made at an early date. The preliminary work for the new structure is progressing rapidly. There are 5,000 piles to be driven, of which 1,200 are now in place. There has been a little delay in this work owing to the scarcity of the piles required, which are 65 feet long.

We are indebted to Frank E. Marshall, sec'y of the Commercial Exchange, for a copy of the 58th annual report of that organization. The report contains the usual list of officers, members and com'tes, a complete list of the presidents of the Exchange since its establishment in 1854, and the names of the officers of the Corn Exchange from 1854 to 1868, and those of the Commercial Exchange from 1864 to the present date, reports of the officers and com'tes and a copy of the charter and by-laws of the Exchange, closing with statistics of the receipts and shipments of grain at this port from 1888 to the present year. It also has a very interesting table of the crop conditions on the first of every month for the last 20 years.

PITTSBURGH LETTER.

Business the last three months has shown a great improvement over the first quarter of this year.—J. W. Smith & Co.

The Grain & Flour Exchange held its annual picnic in conjunction with the Butter & Egg Board, June 29, at Wildwood. About 55 butter and egg men were hosts to 60 of the grain men who were entertained by a ball game and a chicken dinner.—L.

The Grain & Flour Exchange of Pittsburgh has applied for permission to change its name to the Grain & Hay Exchange of Pittsburgh. The former name has been used for many years and is a little misleading as flour men constitute only a very small proportion of the members. On the other hand, nearly every firm is a retailer in hay. The change will be effective July 24, 1912.—L.

The public work and general industrial activity now going on are sufficient to warrant a good trade for the grain and hay men this fall and winter and now that the ranks of retailers have been thinned out by the shaky financial members falling by the wayside it is expected that general business will be on a sound and thrifty basis this fall. Stocks carried at present are only fair. Retailers are waiting to get a line on prices of new stock before they make heavy purchases.—L.

SOUTH DAKOTA.

Webster, S. D.—N. A. Wearn has bot the elvtr. of the Miller Elvtr. Co.

Wentworth, S. D.—Otto Albertus has bot the elvtr. of Farrell & Hanneman.

Fulton, S. D.—Fulton Farmers Elvtr. Co. incorporated; capital stock, \$9,000.

Lane, S. D.—Dakota Farmers Elvtr. Co. incorporated; capital stock \$25,000.

Junius, S. D.—Rudolph Johnson, formerly agt. for the McKinnon Elvtr. Co., has gone to Canada.

Kidder, S. D.—The elvtr. of the Farmers Elvtr. Co. which burned July 15, 1911, will be rebuilt at an early date.

Colome, S. D.—The materials for the elvtr. of the Dek-Gaskill Co. have arrived and work will begin at once.

Viborg, S. D.—Julius A. Johnson has succeeded me as agt. for the Duluth Elvtr. Co.—P. C. Dille, Barry, Minn.

Labolt, S. D.—The elvtr. of the Northwestern Elvtr. Co. was struck by lightning July 12, and burned to the ground.

Milbank, S. D.—McIntyre-Freric Co. has sold its elvtr. at this station to R. L. Remund.—T. M. McCord Co., Minneapolis.

Madison, S. D.—I only bot one of the elvtrs. of the Larkin & Metcalf Co., that being the one at Winfred, which I will operate myself. The mill and the balance of the elvtrs. were bot by J. W. Wadden of this city.—T. A. Johnson.

Parker, S. D.—The elvtr. of the Farmers Elvtr. Co., burned June 21, will be rebuilt. This was the first elvtr. ever put up in Turner County.

Letcher, S. D.—E. D. Pearce has succeeded me as buyer for the South Dakota Grain Co. and I am out of the grain business.—P. A. Bair.

Strandburg, S. D.—J. C. Jensen and Jos. Eliason are deeply interested in the formation of a farmers elvtr. company here and the erection of an elvtr.

Clark, S. D.—E. J. Keenan, former mgr. of the Luverne, Minn., Farmers Elvtr. Co. is now mgr. of the Farmers Elvtr. Co. at this station.—P. M. Neilson, Ashcreek, Minn.

Milbank, S. D.—The Empire Elvtr. Co. have rebuilt the elvtr. burned last fall, and will now tear down the coal sheds and rebuild them on a larger scale.—H. A. Riley, mgr.

Letcher, S. D.—Our company is building a new office, installing a 25-h.p. Fairbanks Morse Engine and putting in cement approaches to elvtr.—T. H. Westmoreland, mgr. Farmers Elvtr. Co.

Mansfield, S. D.—The Atlas Elvtr. Co. will reopen its elvtr. at this station, with C. D. Wilson in charge as soon as crops begin to move. I am still mgr. for the Farmers Elvtr. Co.—J. G. Smith.

South Shore, S. D.—R. H. Williams, cashier of the State bank at this station, committed suicide when he found that his embezzlement of the funds of the Farmers Elvtr. Co. with which he was connected was about to be discovered. About \$14,000 worth of grain owned by farmers was stored in the elvtr. and Williams had disposed of it and used the money to speculate on the board of trade, in time losing all. He drew on a grain firm for \$500, and placed it to the credit of the farmers in his bank. When he had to make the draft good later and saw this would bring out his embezzlement, he killed himself.

SOUTHEAST.

Bridgewater, Va.—The Natl. Falls Mfg. Co. is building a 5,000-bu. elvtr.

Richmond, Va.—Fire was discovered in the cupola of the elvtr. of the Overman-Williamson Co. at 8 p. m. July 6, but was quickly extinguished before any damage was done.

Jackson, Miss.—The J. P. Tatom Brokerage Co. has succeeded Lovitt & Tatom, grain, flour and meal brokers, the latter firm having been dissolved and John P. Tatom continuing the business under the new name.

TENNESSEE.

Nashville, Tenn.—The J. A. & O. L. Jones Mill & Elvtr. Co. has commenced work on a \$6,500 three-story addition to its plant.

Nashville, Tenn.—J. T. Roberts, who has served as chief grain inspector for many years, has resigned and will go to California.

Nashville, Tenn.—McKay, Reece & Co., grain dealers, have bot suit for \$15,000 against the owners of the building leased by them, which recently collapsed and injured several workmen, who hold the lessees responsible for the accident and have bot suit for damages.

Nashville, Tenn.—W. B. Connell, mgr. of the branch of the Iowa Grain & Mfg. Co. in this city, has resigned and will enter the insurance field. The company has decided to close the office, having suffered a heavy loss in the recent fire that destroyed the Hughes warehouse and elvtr.

Memphis, Tenn.—W. W. Simmons succeeded G. E. Patterson as pres. of the Merchants Exchange, July 18, in accordance with an agreement made at the time of the annual election when the two gentlemen tied for the presidency and it was decided that they shud each serve six months. Mr. Patterson has ably filled the office for the past six months and Mr. Simmons will look after affairs till the next election.

TEXAS.

Fort Worth, Tex.—W. J. Boaz will build a \$5,000 elvtr.

Sequin, Tex.—The Sequin Mfg. & Power Co. will put up a corn shelling plant at its warehouse.

Fort Worth, Tex.—Alex Proctor, while oiling the machinery at the elvtr. of the Ft. Worth Elvtr. Co., July 1, was caught on the shaft, badly mangling his left leg. He was taking the place of the regular oiler, who was on a vacation.

Fort Worth, Tex.—New members of the Texas Grain Dealers Ass'n are S. A. Blewett, Krum, Denton Mfg. Co., Denton and Sadler & Shelton, Whitesboro, all of Texas. Application for membership has been made by Stephens-Miller Co. of Temple.—G. J. Gibbs, sec'y.

Dallas, Tex.—The grain dealers and shippers of this city held a meeting in the Chamber of Commerce July 18, to discuss the advisability of establishing public grain inspection under the supervision and control of the Chamber of Commerce. It was practically decided to make the step, since the only public inspection in Texas is at Fort Worth and Galveston.

WASHINGTON.

Davenport, Wash.—The sack question is still agitating the farmers of the state, estimates placing the shortage at 15,000,000 sacks. The price at present is 12c and it is believed that the shortage will lead to the handling of wheat in bulk, a plan that meets with the approval of the warehousemen, as it wud be a saving to them in that it wud not take so many men to handle loose grain as it does sacked wheat.

May View, Wash.—The attorney-general of Washington has given an opinion that a private tramway operated in connection with a grain storage warehouse comes under the jurisdiction of the Public Service Commission by reason of the grain inspection act, altho not under the common carrier act. The May View Farmers Union asked whether the Commission had the power to regulate charges on the private tramway, complaining that the rates were exorbitant.

WISCONSIN.

Oconto Falls, Wis.—The Farmers Equity Produce Co. has bot the elvtr. of Frank Truedell and placed Geo. Rabas of Lena in charge.

New Richmond, Wis.—A new company has been formed to take over the property of the New Richmond Elvtr. Co., which has gone out of business.

Anson sta., Chippewa Falls p. o., Wis.—The Farmers Produce Co. has commenced the erection of a 28x72-ft. elvtr. on the Holcombe branch of the Omaha.

Luxemburg, Wis.—The elvtr. of the Farmers Elvtr. Co. was struck by lightning July 3 and burned to the ground, loss \$6,500; insurance \$4,000. The elvtr. will be rebuilt at an early date.

Marion, Wis.—I have retired from the grain business for the summer and Wm. F. Fuchs has succeeded me as agt. for the H. E. McEacheron Co. I am at present at Marathon.—Henry Stanke.

Cadott, Wis.—The elvtr. and warehouse of the Cadott Elvtr. Co., owned by R. B. Cunningham, burned at 2 a. m., July 16. The buildings were completely destroyed; loss \$10,000; partially covered by insurance. The fire is believed to be the work of tramps.

MILWAUKEE LETTER.

The Morris-Parry Grain Co. incorporated; capital stock, \$10,000; incorporators, F. R. Morris and C. B. Rixm.

Elvtr. "A" of the Northwestern Elvtr. Co. will be closed until Aug. 1 for repairs, the house shutting down July 13.

The concrete storage tanks now being erected by the Burrell Eng. & Constr. Co. for the Kurth Co. will have a capacity of 150,000 bus. Work was started July 15.

The Com'ite on Finance has fixed the rate of interest to be charged on advances during the month of July at 5½%.

The handling and tracing of all grain in the C. M. & St. P. terminals of this market shud go thru the hands of the car dept. of the company, where D. J. Strathearn is in charge, at the Union depot. Shippers are requested to give all information to Mr. Strathearn, as he has all of the daily records and is in touch with the entire car situation.

More room was needed by the inspection dept. of the Chamber of Commerce to provide facilities for the operation of two additional moisture testers which are to be installed in time to take care of the new corn crop and the directors of the chamber have therefore leased an additional room in the Chamber of Commerce Bldg. directly east of the present quarters of the dept.

Lack of terminal facilities has been a constant drawback to the rapid handling of grain at this market, the C. M. & St. P. being especially crippled in that respect. Constant urging by members of the Chamber of Commerce has had the desired effect and the St. Paul company will open new terminal facilities October 1, that will be of the greatest benefit to the grain interests of the city. The improvements will add about 22 miles of trackage and give facilities for the handling of 3,820 additional cars, relieving to a great extent the congested car situation in the yards and terminals.

The increase in the charges for weighing upon the wagon scales recently adopted by the directors of the Chamber of Commerce became effective July 15 and was made necessary by the fact that the income from this dept. of the weighing service has failed for some time to meet the cost of maintenance. Three wagon scales are in operation at the present time, two on the Chicago, Milwaukee & St. Paul road and one on the Chicago & North-Western line. The expense of maintaining these scales during the fiscal year of the Chamber of Commerce, ending April 1, 1912, was \$1,167.79 in excess of the amount received as income. In view of this fact, the Board of Directors deemed it necessary, in order to comply with the rules, to increase the weighing charges to a point which will make the scales approximately self-supporting. The expense connected with the maintenance of the wagon scale includes, not only the actual operation of them, wages of weighman and cost of repairs, but also the wages of trackmen whose duties are to keep a constant lookout in the yards and to see that cars are properly unloaded, etc. Their presence prevents theft and careless and wasteful handling of the grain while on the team track and in the process of transferring to wagons.

The Chamber of Commerce has been advised by its counsel that members acting as commission merchants, and having business relations with non-members, should have their stationery—letter heads, confirmations, invoices, etc.—bear the words: "All purchases and sales are made by us as agents or commission merchants, but in our own name; and all transactions are subject to the rules, regulations and customs of the Milwaukee Chamber of Commerce, unless otherwise expressly specified." For those members who buy grain direct from interior points, the following notation will be sufficient: "All transactions are subject to the rules, regulations and customs of the Milwaukee Chamber of Commerce, unless otherwise expressly specified." The advisability of giving such notice to those with whom purchases and sales are made has been emphasized by a recent decision of an Iowa court, which relieved a shipper of that state from liability when he had failed to ship a lot of grain he had contracted to sell for ten days' shipment, through a Milwaukee commission merchant, the latter not having disclosed the name of the principals. The above may be either printed or stamped upon the stationery.

The local Crop Improvement Com'ite, affiliated with the Com'ite of the Council of Grain Exchanges, will shortly begin an active campaign to secure subscriptions to a fund to be sent to the Council of Grain Exchanges.

The Chamber of Commerce has been enjoined temporarily from forbidding the Herman Deutsch Co. from operating on the board. The restraining order holds good until August 3, when there will be a hearing before Judge Ludwig. The Deutsch Co. was recently suspended for 30 days by the arbitration board of the chamber as the result of the alleged indifference of Herman Deutsch to the commands of the arbitration board in the settlement of a case between him and Francis Dunne, Jr., formerly connected with the company.

WYOMING.

Pine Bluffs, Wyo.—We have succeeded the Pine Bluffs Elvtr. Co.—Frontier Mfg. & Elvtr. Co.

Bosler, Wyo.—There ought to be an elvtr. at this station, a new country is opening up and it is a good opportunity for someone in the elvtr. line.—Bosler Merc. Co.

A. L. Goetzmann has resigned the office of sec'y of the Millers National Federation to take the management of the Listman Mill Co., of La Crosse, Wis.

The Chamber of Commerce of the United States, which was organized at Washington in April, has published a pamphlet setting forth its plans, membership, representation, dues, names of officers and standing com'ites. The first pres. is Harry A. Wheeler of Chicago.

The influence of low temperature and snow covering on the wintering of cereals is the subject of a paper by A. Stebut, published in Nos. 38 and 39 of the *Viestnik Russ. Selsk. Khoz.*, 1910, giving the results of a study of yields and meteorological data for a number of years. The conclusion of the author is that cold winters are followed by wheat yields somewhat below the average, and rye yields somewhat higher than the average. Rye yields below the average and wheat yields above the average followed warm winters. An abundance of snow was followed by somewhat lower yields of rye and considerably lower yields of wheat than the average. Every winter with little snow the contrary was the case for both rye and wheat. Severe cold and lack of snow during the first half of the winter did not cause winterkilling, but the coldest March weather was followed by the lowest wheat yield.

Price fixing methods of the butter and egg exchanges of Chicago and Elgin were explained by their members to the federal authorities at a hearing July 16 at Chicago. It is over a year since the government brot suit for an injunction restraining the Chicago Butter & Egg Board from fixing prices. It is understood the government will contend that market prices established should be the quotations only of actual sales and purchases; which would limit the work of official quotations com'ites to the collection of figures for report instead of using their best judgment to make a guess at what quotations should be put before sellers in the country or buyers in the consuming centers. A practice peculiar to the butter trade is the contracting of creamery output at prices known neither to buyer nor seller, but to be established in the future by the Elgin Board of Trade. In nearly all other commodities the official quotations com'ite puts out its figures for information only.

Feedstuffs

The annual meeting of the Tri-State Feed Dealers Ass'n will be held late in August at Syracuse, N. Y.

The poultry feed factory of J. Bolgiano & Son at Baltimore, Md., was damaged by fire recently to the extent of \$20,000.

K. & E. Neumond of New Orleans, La., have registered the word "Economy" as a trade mark for stock food, under serial No. 61,878.

The United States Stock Food Co. has been formed at Kansas City, Mo., to operate an alfalfa and molasses feed factory of 120 tons daily capacity at Centropolis, Kan.

Peoria received 2,193 tons of feed and shipped 3,269 tons during June; compared with 2,847 received and 4,520 tons shipped in June, 1911.—Jno. R. Lofgren, secy. Board of Trade.

Minneapolis received 2,446 tons of feed and shipped 42,149 tons during June; compared with 2,649 tons received and 42,828 tons shipped in June, 1911.—Jno. G. McHugh, secy. Chamber of Commerce.

Grain dealers of Alabama have protested against the proposed state regulations requiring the label to show the percentage of damaged grains in packages of corn and oats, and prohibiting the sale of corn chops and corn hearts prepared from damaged corn.

The reduced consumption of feed in the cities by draft animals due to their displacement by motorvehicles and auto-trucks has been more than made good by the increased demand for dairy and stock feeds with a growing population consuming milk and meat.

K. & E. Neumond of Frankfort, Germany, have purchased the feed factory of F. W. Goeke & Co., at St. Louis, Mo., Ludwig Eiseman of the purchasers removing from New Orleans to become manager at St. Louis with offices in the Pierce Bldg. Mr. Goeke will engage in the salvage grain business.

Imports and Exports of Beans and Peas.

Beans and dried peas amounting to 1,682,745 bus. were imported during the 11 months prior to June 1; against 999,651 bus. during 11 months prior to June 1, 1911.

During the 11 months prior to June 1 we exported 317,198 bus. of beans and dried peas of domestic and 184,814 of foreign origin; compared with 271,667 bus. of domestic and 12,778 bus. of foreign origin exported during the corresponding months of 1910-11, as reported by O. P. Austin, chief of the Bureau of Statistics.

Exports of Feedstuffs.

Oil cake exported during the 11 months prior to June 1 included 64,414,064 lbs. of corn oil cake, 1,261,671,072 lbs. of cotton-seed oil cake and 559,861,185 lbs. of linseed oil cake; compared with 75,552,109 lbs. of corn oil cake, 760,325,340 lbs. of cotton-seed oil cake, 516,349,390 lbs. of linseed oil cake exported in the similar period of 1910-11.

Bran, middlings and mill feed exported during the 11 months prior to June 1 amounted to 135,049 tons; compared with

51,850 tons exported in the similar period during 1910-11.

Exports of dried grains and malt sprouts during the 11 months prior to June 1 amounted to 66,413 tons, compared with 65,859 tons for the corresponding period of 1910-11. We exported rice bran and polish during the 11 months prior to June 1 to the extent of 12,649,036 lbs.; compared with 14,487,870 in the similar period in 1910-11, as reported by O. P. Austin, chief of the Bureau of Statistics.

AN ENTERPRISING HAY Firm.

Toberman, Mackey & Co., who have long been engaged in handling hay consignments at St. Louis, where they oper-



W. H. Toberman, St. Louis, Mo.

ate the Southern Warehouse, early this year established a Kansas City office, and have already secured a good hay consignment business. The firm had a very attractive display at the recent convention of the National Hay Ass'n, and were



John Mackey, St. Louis, Mo.

very active in entertaining the visiting dealers. The firm is composed of W. H. Toberman and John Mackey.

VIRGINIA FEED LAW DIS-credited.

The American Milling Co., on July 13, won a victory over the Dairy and Food Commission of Virginia, the U. S. District Court for the eastern district of Virginia having granted the injunction requested by plaintiffs to restrain the enforcement of the provisions of the pure food law of Mar. 14, 1910, following:

"Any manufacturer, importer, jobber, agent or dealer * * * who shall mix or adulterate any feed stuff with foreign mineral or other substance or substances, such as rice chaff or hulls, peanut shells, corn-cobs, oat hulls, cotton-seed hulls, buck-wheat hulls, weed seeds, elevator chaff, screenings, flax-plant refuse, or similar materials, of little or no feeding value * * * shall be guilty of a violation of this act; and in addition to the penalty provided in paragraph 2 of the law, the lot of feeding stuff shall be subjected to seizure, condemnation or sale, as the court may direct, the proceeds from such sales to be covered into the State Treasury. The court, however, may, in its discretion, release the feeding stuff so withdrawn when the requirements of the provisions of this act have been complied with, and upon payment of all costs and expenses incurred by the State in any proceedings connected with such seizure and withdrawal."

The court held that plaintiffs had made out a case for an interlocutory injunction as prayed, and decreed that until further order of court William D. Saunders, Dairy and Food Commissioner of Virginia; Benjamin L. Purcell, Assistant Dairy and Food Commissioner of Virginia; Samuel W. Williams, Attorney General of Virginia; Frank T. Sutton, Jr., Commonwealth's Attorney of Henrico County, Virginia, and Minetree Folkes, Commonwealth's Attorney for the City of Richmond, Virginia, and each of them, and each and all of their successors in office, and each assistant, deputy, agent and employe of each of the said defendants, be, and they are hereby, restrained and enjoined as follows:

From instituting any suits against the said complainant, or against any importer or original consignee in the State of Virginia, of any of said commercial feeds of complainant, so long as said commercial feeds remain in the original unbroken packages, or against the purchaser from any such importer or original consignee—under, or because, or on account, of any thing contained in the above quoted provision of the said Virginia statute:

From threatening to institute any such suits and from seizing, or in any way interfering with, any of said commercial feeds, so long as the said feeds belong to the complainant, or to any such importer or original consignee, as aforesaid, and remain in the original unbroken packages so long as said feeds belong to the first purchaser from any such importer or original consignee, and are not by him offered for sale;

From sending out any circulars, or in any other manner spreading injurious reports concerning said commercial feeds of complainant, or any of them, or claiming or intimating that the same do not comply with the laws of the State of Virginia;

From doing any act, or taking any step, under, or because, or on account, of the above quoted provisions of said Virginia statute, so far as the same may affect the said complainant, or its said feeds;

From treating as cancelled, revoked or suspended, the certificates of registration issued to said complainant under date of Jan. 2, 1912, a copy of which is made an exhibit with said bill of complaint; and from doing any act, or taking any step, based upon the claim that the said commercial feeds of complainant are not duly and legally registered in said State of Virginia for the year 1912, and from doing any act, of taking any step, inconsistent with the aforesaid certificate of registration, and from hereafter revoking, cancelling or suspending the said certificate of registration.

Defendants petitioned for a super-seedeas, but were denied. Defendants petitioned for an appeal to the Supreme Court of the United States, but the court postponed action until later, when the assignments of error shall have been filed.

ON TO NORFOLK.

One thousand grain men are expected to attend the next annual convention of the Grain Dealers National Ass'n at Norfolk, Va., Oct. 1, 2 and 3.

When it is said that 1,000 grain dealers will go to Norfolk, it means simply that this year's convention will have 300 more visitors than were present at Omaha.

What is the ground for this belief? It is this: Never before has the Association held its convention at such an attractive place as Norfolk—attractive from the viewpoint of the summer visitor!

No inland city can compare with an Atlantic seaport as a place in which to spend a vacation—and when that place is probably the most historic in the whole country, its attractiveness is enhanced accordingly.

Norfolk was founded in 1682. Almost every great event of American history is in some manner connected with it. Every war the country has engaged in has left its impress there. The memorials are so many that it would require columns to properly detail them. Among the best known of Norfolk's antiquities is old St. Paul's church, a relic of the colonial period, and still maintained as a house of worship. As may be observed by the accompanying picture, the old church is still in a good state of preservation.

The National Ass'n has never held a convention east of Niagara Falls. Heretofore the annual gatherings have been in the cities of the central west. Now the grain men are to branch out and visit the Atlantic coast.

This fact in itself is of much significance. It shows that the Association is growing, that it is national in scope and

influence and that it has completely lost whatever sectional character it may have had.

The entertainment committee at Norfolk has been for months working out plans to give the visitors the greatest time of their lives. A great oyster bake is to be one of the features. Automobile rides to many of the historic places around Norfolk is to be another. A trip on the Atlantic ocean is a third.

Those who attend the convention may return to their western homes via New York and have a ride on the Dominion line steamers from Norfolk to the metropolis. They may also use the Hudson river steamboats from New York to Albany instead of the steam railroad. No professional itinerary maker could arrange a more delightful trip than the one to Norfolk.

Regulation of Exchanges in France.

Under the legislation proposed by the French government the Ministry of Commerce and Industry will exercise a general supervision over the Bourses, laying down rules as to their constitution and the election and function of their com'ites. It provides that each Bourse shall draw up rules on certain lines defining the produce dealt in and the conditions of dealing also the method and periods of publication of the amount of stocks of such produce.

The local Chambers of Commerce shall draw up the detail regulations applying to particular products, and these shall be submitted to the Ministry. Such regulations shall contain a clause granting at the monthly settlement (a) to the seller an extension of time of a week at least, and a month at most, for delivery of the produce or goods; (b) to the purchaser an indemnity as compensation for damage arising from failure to deliver by the contract date. Brokers are forbidden under heavy penalty to "bucket-shop" orders of their clients.

Wm. H. Colvin & Co.

104 S. La Salle Street

CHICAGO

The wheat situation, in our opinion, is a remarkably strong one, but the trade has been discounting the shadow of a bumper harvest and not the actual substance. The Government report indicates a crop of about 525,000,000 bushels this side of the Rocky's with requirements of 522,000,000 bushels for bread and seed, with interior resources the smallest in years.

Consignments of Grain and orders for future transactions solicited. Also orders for wheat from millers.

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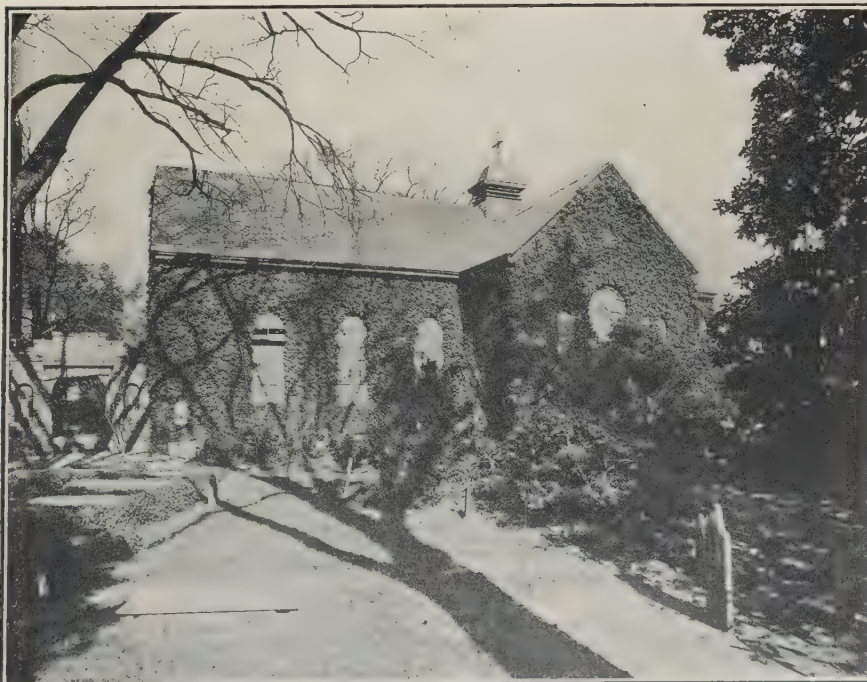
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St. Paul's Episcopal Church, Norfolk, Va. Erected in 1739.

EUGENE M. BORNHOFF

BLACK BOARDS

For Stock and Grain Houses
THE ROOKERY CHICAGO

Supply Trade

Minneapolis, Minn.—A. J. Clark, of the LaToil De Nord Const. Co., has present headquarters at Intake, Mont.

Winnipeg, Man.—The Self-Drying Portable Granary Co., Ltd., has been incorporated, with headquarters here.

Winnipeg, Man.—The Avery Scale Co. of Milwaukee, has opened an office here under the management of W. N. Courtenay.

Octa, O.—The Burrell Eng. & Constr'n Co. have filed suit against E. A. Allen, owner of elevator, asking \$3,301.33 building contract.

Buffalo, N. Y.—The Wagner Dryer Co. has been incorporated with a capital stock of \$50,000, for the manufacture of devices for the treatment of cereals, grain, etc.

Chicago, Ill.—The Imperial Belting Co. has moved to new and larger quarters at 328 W. Kinzie St. Improvements and larger stock will facilitate its handling of grain trade business.

"You cannot drive home a stout nail by a single blow of the hammer. The advertiser who strikes repeatedly in the same spot is bound eventually to accomplish his purpose."—*Printer's Ink*.

Wichita, Kans.—The P. H. Pelkey Constr'n Co. has secured from a division of the District Court, an injunction against P. H. Pelkey, restraining him from doing any elevator business in this territory.

Minneapolis, Minn.—Ralph P. Gillette, secy. and sales mgr. of the Minneapolis Steel & Machinery Co. was instantly killed recently by being struck by lightning while under a tree on the links at the Interlachen Club.

Winnipeg, Man.—The Grain Elevator Specialties, Ltd., announce the sale of state rights for the Fitzgerald Automatic Overflow Alarm for the state of North Dakota, and that other dealings pending will soon mean the covering of the north-west territory.

Indianapolis, Ind.—On the application of creditors of the Atlas Engine Works, Superior Court Judge Weir recently appointed F. D. Gardner receiver. The company has a large amount of material on hand and the receiver will continue to operate the business and complete the products now in process.

Change in receivership of the Allis-Chalmers Co. was recently made, when the court placed on record the resignation of D. W. Call, former president and receiver, and announced that Otto H. Falk of Milwaukee, would from now on be sole receiver. The June bookings are said to be the largest for any month in years. The company has been showing a steady gain since default on the bonds in January.

Indianapolis, Ind.—Recent orders of the Nordyke & Marmon Co. for mill and elevator machinery, demonstrate the wide range of popularity of the "N. & M. Co." Line. Among those which seem to come from all points of the compass, are Bemmels Mfg. Co., Lisbon, N. D.; San Antonio Machine & Supply Co., San Antonio, Tex.; Robin Hood Mills, Moose Jaw, Sask.; Jos. Cunha, Echo, Ore., and Womac Mfg. Co., Whitewright, Tex.

Murchison, Tex.—The Farmers Union Supply Co. has recently purchased a Hess drier of 500 bus. capacity, for the novel purpose of drying and killing insect life in peas. The demonstration has shown it to be a most effective and economical method.

Minneapolis, Minn.—The Day Co. has vacated its offices in the building at 1118 Yale place, converting the space into additional shop and storage room. The building at 38 S. 12th St., adjoining the shops, has been remodelled for the purpose of offices and draughting department.

What to many of our readers will be a most handy device is the Monarch Exchange Table sent to us with the compliments of Sprout Waldron & Co., Muncy, Pa. It is durable, made of celluloid, and bears excellent illustrations of the Monarch Roller Mill and Attrition Mill. Readers of the Journal will be supplied upon request to the company.

Economical Fuel.

For many years the average user of coal for steam power was aware of the fact that he could not or did not derive the energy from the coal he bot and paid for that should have been delivered, and it was generally believed there was no method whereby more than about 55% of the latent heat in the coal could be utilized—and he let it go at that.

But as the number of manufacturing plants increased and competition in all finished products became sharper, the necessity for shaving all expenses down to the thinnest limit became imperative. As fuel constituted one of the heaviest items entering into the cost of the finished product, it began to receive the attention its prominence entitled it to, and today the general run of managers of industrial plants are well enough posted on fuel matters to determine very quickly whether they are deriving proper results from the fuel they are using—cost and efficiency considered—and to abruptly discard any kind of coal whose performance card "indicates an inadequate power development as against its unit of cost."

Moreover, these same managers keep themselves abreast of the times by investigating all new fuels that appear on the market and if tributary to their plants, make it a point of trying out a sufficient quantity to determine its fitness for their uses.

For these reasons, whenever any new fuel appears for the first time in our columns, we have considered it but fair to both producer and user that special mention thereof be made, and we take pleasure in extending this courtesy to the Johnston City Coal Co., whose descriptive card appears in this number of the Journal.

Books Received

REPORT ON STORAGE AND HANDLING OF GRAIN in Europe, United States and Canada has been presented to the Parliament of the Union of South Africa by Sir Thomas R. Price, who visited those countries commissioned by the government to collect information regarding the character of storage and handling facilities suited to the needs of South Africa. This paper-bound document of 76 pages, 8x13, is a very comprehensive summary of the latest methods of handling bulk and sacked grain. Commissioner Price recommends the construction of a terminal elevator, floating elevator and several country elevators, as a beginning, to change from bag to bulk loading, which he considers most economical. Government Printing Office, Pretoria, South Africa. Price, 1 shilling.

THE AUTOMOBILE BLUE BOOKS FOR 1912: The volumes issued for the touring season of 1912 are as follows: I. New York State and Canada. II. New England and Maritime Provinces. III. New Jersey, Pennsylvania and the Southeast. IV. The Middle West. V. Mississippi River to the Pacific Coast. These volumes, now beginning their ninth year, are complete road guides for the entire United States and Eastern Canada, fully illustrated with maps, and embracing complete hotel and garage information. They are handsomely bound in royal blue leather, gold stamped, and are arranged for quick reference during the tour. They average 900 pages each, and are the most authentic and exhaustive automobile touring handbooks published, forming the basis of virtually every guide, route-card and piece of bureau information issued for the guidance of motorists. They absolutely relieve the tourist of the necessity of depending on half-obliterated signs or uncertain directions picked up at random along the roadside. Each volume of the Blue Book sells for \$2.50, express prepaid. The Automobile Blue Book Publishing Company, 910 S. Michigan Ave., Chicago.

A leather pocket book, with note book and pencil and commodious compartment for long bills, is being sent out by the John Mullally Com. Co. of St. Louis, Mo., to their many friends in the trade, and surely every recipient will greatly prize the gift and immediately set about working to get it full of money.



Bull Forced to Pick Hat out of the Ring and Depart.
—Apology to J. T. Zahm & Co.

Patents Granted

Car Seal. No. 1,032,414. (see cut) Wm. C. Martineau, Albany, N. Y. The seal comprises a box, a tag and a shackle the shackle being adapted to pass into the box and be interlocked. The tag locks with a hook on one end of the shackle.

Conveyor Drive. No. 1,032,850. (see cut) Wm. D. Mount, Saltville, Va. Part of the conveyor casing is a narrow, close fitting ring which rotates and supports the conveyor shaft. On the outside surface of the casing are rings to prevent leakage of the material and held resiliently in place.

Portable Elevator. No. 1,031,850. (see cut) Henry P. Harpstrite, Maroa, Ill. The elevator is in two sections, one horizontal and one inclined, fastened together by a pivotal connection, the material being received by an endless belt on the lower section traveling to the top of the elevated section.

Automatic Scale. No. 1,032,209. (see cut) Frank H. Headen, E. St. Louis, Ill. A hopper divided into compartments is supported on a scale beam which alternately releases the discharge valves of each compartment, there being two sets of devices for holding the discharge valves in their closed positions.

Seed Tester. No. 1,031,771. (see cut) Wm. J. Buttschau, Omaha, Neb. A cabinet has a rectangular aperture in its front wall, a bottom water reservoir, bracket strips on the side walls supporting tray frames, an upper water receptacle having downwardly projecting nozzles. On the bottom of the water receptacle is a layer of filter material and under the cabinet is a heating device.

Conveyor Belt Scales. No. 1,032,183. (see cut) Wm. P. Buchan, Silver Creek, N. Y. The integrator for conveyor belt weighing scales comprises a rotary disk, means for rotating the disk, a rotary shaft having a

longitudinal groove, a roving disk sliding on the shaft and pressed into contact with the rotary disk, the latter being connected by a planetary gear wheel to a comptometer.

Dust Collector. No. 1,031,862. (see cut) Orville M. Morse, Jackson, Mich., Sarah G. Morse, special administratrix of O. M. Morse, deceased. The inlet to the casing forming the exhaust outlet is located suitably to exclude from the air whirl path the end of the casing. The casing is vertical, having a tapering base, an air and material inlet above the base, an exhaust outlet in the top and a dust outlet in the bottom of the base, with a transverse plate interposed between the dust outlet and air outlet.

ANTI-COTTON FUTURE BILL Passed by House.

The Beall bill prohibiting sales of cotton without ownership or intention to deliver was passed by the House of Representatives July 16 by a vote of 95 to 25. An amendment to include grain was defeated by a *viva voce* vote.

The bill is identical with the Lever bill published in full in the Grain Dealers' Journal Apr. 25, page 583, except that it applies to cotton. The Lever bill, covering only wheat, corn and oats, was reported out favorably by the House committee Apr. 16 at the same time as the Beall bill.

Having succeeded in passing the cotton bill many southern Democrats will not be so eager to push the grain bill, which is actively opposed by Representative Mann of Illinois. The Beall bill still has to run the gauntlet of the Senate; where many members are disposed to consider legislation on its merits; and if the bill passes the Senate it will be in response to demands of the cotton states and against the better judgment of the Senators voting for it. In the absence of any real demand for this legislation from the northern states no grain bill can pass the Senate.

Prohibiting only sales where the seller is not the owner of the product sold or has not already a contract of purchase these bills are comparatively harmless, as hedging sales and investment purchases are permitted. Professional short sellers of other persons' property can be trusted to evade the inhibition of interstate transmission of orders to sell futures.

Most objectionable is the censorship of letters and newspapers "tending to promote the making of such contracts," as postmasters are not qualified to decide whether or not market letters are legitimate information for the cash grain dealers or advice to speculative short sellers. Strictly, the government crop report, when indicating a vastly improved condition of the growing crop, might be held promoting the proscribed contracts and be ruled out of the mails.

This legislation is an unwarranted usurpation by the federal government of the states' exclusive right to regulate the morals of the people.

Grain dealers in eight counties of Indiana visited by Chas. B. Riley, sec'y of the Indiana Grain Dealers Ass'n, are unanimously in favor of organization of district and county crop improvement committees for agricultural extension under the supervision of Purdue University. The Indiana Grain Dealers Ass'n is planning to take up the work with the federal and state governments and such other interests as can be enlisted. Soon a definite and concrete plan of organization will be announced.

Sample Envelopes Non-Sifting

Designed especially for mailing samples of grain and seed. Specimens Free.
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Live weevil plus a little Fuma equals dead ones every time.

Fumigate Your Elevators and Mills with

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The only satisfactory method of treating grain in the bin; kills all insects, weevils, moths, etc.

10c per lb., in 50 lb. and 100 lb. drums.

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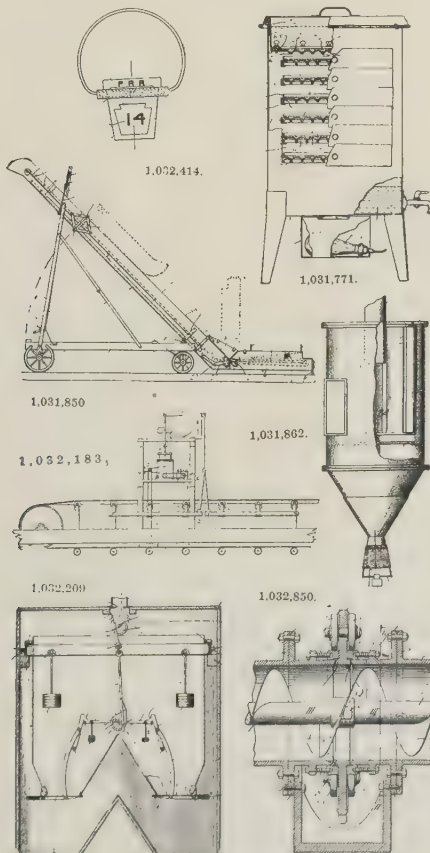
This book is planned for recording agreements for the delivery of grain bought. By its use each party thereto obtains a clear statement of what is intended by the other, and the farmer lives up to his contract.

The stub is signed by the farmer certifying that he has sold.....bushels of.....at.....per bu., to be delivered on or before..... It also certifies that he has received.....dollars on the contract.

The other part is signed by the elevator man and given to the farmer. It certifies that the elevator man has bought so much grain, etc.

Each book contains 50 contracts, numbered in duplicate, printed on bond paper, size 12x4 1/4". If you contract for grain you cannot afford to be without these blanks.

Order form No. 9. Price, 50 cents
GRAIN DEALERS JOURNAL
255 La Salle St. CHICAGO, ILL.



Supreme Court Decisions

Payment of Forged Draft.—A bank which pays a draft on a forged indorsement is prima facie liable to the party entitled to the payment.—*Brown v. People's Nat. Bank*, Supreme Court of Michigan. 136 N. W. 506.

Consignee's Right to Inspect.—Where the right of the shipper and carrier are not regulated by agreement, the right of the consignee to inspect exists.—*Earnest v. Delaware, L. & W. R. R.*, Supreme Court of New York, 134 N. Y. S., 324.

Mortgage on Growing Grass.—Altho, as a general rule, growing grass is a part of the realty, where it is owned by one who does not own the land, it is personal property, and may be mortgaged and sold as such.—*Davidson v. Osborne*, Saratoga County, New York, Court. 135 N. Y. Supp. 675.

Liability of Initial Carrier.—The initial carrier of an interstate shipment is subject to federal regulation, and hence may not limit its liability to loss or damage occurring on its own line, but is responsible for any loss or injury caused by it or any connecting carrier.—*Atlantic Coast Line R. Co. v. Ward*, Court of Appeals of Alabama. 58 South. 677.

Reciprocal Demurrage Rule Applies to State Shipments Only.—Rule 6 of Order 168, imposed by the Corporation Commission, and requiring carriers to move freight 50 miles per day, applies only to intrastate shipments. A fine on account of interstate shipments cannot be imposed under said rule upon a carrier.—*Atchison, T. & S. F. Ry. Co. v. State*, Supreme Court of Oklahoma. 124 Pac. 56.

Receipt of Goods by Carrier.—A letter written by the local agent of a railroad company in response to an inquiry as to a shipment of goods, which stated that the goods had been destroyed by fire, is competent evidence that the railroad company received the goods; the answer to such an inquiry being within the scope of the agent's duty.—*Deaver-Jeter Co. v. Southern Ry. Co.*, Supreme Court of South Carolina. 74 S. E. 1071.

Free Storage.—An order of the Corporation Commission that 10 days' free storage shall be allowed on less than car load shipments to consignees five miles or more from the railroad station, in so far as it applies to interstate commerce held void as in conflict with Act Cong. June 29, 1906, c. 3591, §§ 1, 2, 34 Stat. 584 (U. S. Comp. St. Supp. 1909, p. 1149), to regulate commerce.—*Atchison, T. & S. F. Ry. Co. v. State*, Supreme Court of Oklahoma. 123 Pac. 1065.

Conflicting State and Federal Regulation of Carrier.—Congress has so completely taken control of the subject of railroad rate making and charging as to invalidate the provisions of a state statute so far as they penalize the refusal of a railway carrier to receive a tender of freight for transportation to a point on the line of another carrier outside the state, where the carrier had no rate for such shipment.—*Southern Ry. Co. v. Burlington Lumber Co.*, Supreme Court of the United States. 32 Sup. Ct. Rep. 657.

Passing of Title to Shipment.—Where grain was shipped from Seattle to Mexico to the shipper's order with instructions to notify plaintiffs of a draft attached to a B/L, which draft plaintiffs paid and received the bill and insurance, the title to the grain passed at the time of such payment, and hence plaintiffs were bound to show that injury occurring to the cargo happened prior to that date in order to charge the consignors therewith.—*E. Collignon & Co. v. Hammond Milling Co.*, Supreme Court of Washington. 123 Pac. 1083.

Jurisdiction of Commerce Court.—The Commerce Court has no jurisdiction to consider a question of car distribution in advance of some action by the Interstate Commerce Commission, on complaint of a shipper who claims that connecting carriers discriminate against him in refusing to carry freight.—*United States, ex rel. Stony Fork Coal Co. v. Louisville & N. R. Co.*, U. S. Commerce Court. 195 Fed. 88.

Transfer of Crops.—Where the owner of a homestead was indebted, and realized that the crops raised by him on the homestead might become subject to execution, his transfer of part of his homestead to his children for the purpose of defeating the execution is not invalid; the homestead being wholly exempt, and the owner's motive in the transfer being immaterial.—*Willoughby v. Pope*, Supreme Court of Mississippi. 58 South. 705.

Delivery of Freight Without Authority.—A carrier receiving freight consigned by a straight non-negotiable B/L to a consignee delivered the freight to a third person pursuant to an unauthorized order. Prior to the delivery the consignee had contracted to sell the freight to the third person, and, when he learned of the delivery, he sent the third person an invoice dated before the delivery. Subsequently, and with knowledge of the facts, the consignee paid the carrier the freight charges, and filed a mechanic's lien against the third person and a claim for the value of the freight against him in the bankruptcy court. Held, that the consignee ratified the unauthorized delivery.—*A. W. Burritt Co. v. New York Cent. & H. R. R. Co.*, Supreme Court of New York. 135 N. Y. Supp. 557.

Compulsory Trackage Connections.—No public necessity is shown which will justify, under the due process of law clause of the Federal Constitution, an order of a state railroad commission requiring trackage connections at certain points between competing railway companies for the interchange of business, where the commission acted without any evidence of inadequate service, with no proof of public complaint or of a public demand, with no testimony that any freight had been offered in the past for shipment between those points, or that any such freight would be offered in the future, and with no proof as to the volume of business at any of these points, nor the amount of freight that would be routed over the track connections if they were constructed, and with no testimony as to the probable revenue that would be derived from the use of the track connections, or of the saving in freight or otherwise that would result to the shippers.—*State of Washington ex rel. Oregon Railroad & Navigation Co. v. H. A. Fairchild, John C. Lawrence and Jesse S. Jones*, Railroad Commissioners of the State of Washington. Supreme Court of the United States. 32 Sup. Ct. Rep. 535.

Offer and Acceptance.—A broker wired a customer that he had purchased coffee for him subject to his approval, and must have an immediate reply. This message was received at A., where the customer lived, about 1 o'clock, but was not delivered until 2:50, when the customer immediately telegraphed his approval of the purchase. Before this approval was received, the coffee exchange had closed for the day, and the broker, on account of the delay, elected to treat the purchase as made for his own account, instead of for the customer. In the meantime the price of coffee had gone up, and it was impossible to purchase at the first purchase price. Held, that the broker's offer to hold the coffee for the customer if he accepted immediately on receipt of the offer, in the absence of any limitation, was presumed to continue until revoked and was not revoked by the delay in delivery; the broker having himself adopted the telegraph as a means of communication, and the customer, when he accepted immediately on receipt of the offer, became the owner of the coffee, and hence, having suffered no loss from the delay, had no right of action against the telegraph company.—*Chesebrough v. Western Union Telegraph Co.*, Supreme Court of New York. 135 N. Y. Supp. 583.

Settlement to Be Made at Market Price Immediately When Trade Is Disputed.

The arbitration com'te of the Grain Dealers National Ass'n, June 24, gave a decision in the case of *Star Elevator Co., Indianapolis, Ind., plaintiffs, v. G. A. Hax & Co., Baltimore, Md., defendants*, covering refusal to accept on account of delayed confirmation and how soon after refusal the other party must close trade.

On Sept. 12th, 1910, plaintiffs wired defendants as follows: "Will sell absolute (five thousand) mixed corn conspire (59½c) blacking (January delivery) immediate answer."

Message did not reach defendants' office until late in the afternoon, and the day being a legal holiday the office was closed and it was not delivered until the following morning.

On Sept. 13th defendants wired as follows: "We accept absolute mixed corn blacking delivery Baltimore."

Plaintiffs confirmed the sale by mail the same day, but did not reply by wire. Defendants wrote on the same day confirming the message, but stating: "We have no confirmation to this from you, and as your offer yesterday was for immediate acceptance we do not consider this a purchase."

On the 15th both parties received the mail communications. The plaintiffs answered, insisting on the sale, and the defendants wired as follows: "We have your letter of the 13th. Note ours of same date. Sorry we can't accept." Some further correspondence was exchanged and the plaintiffs declared their intention of resorting to arbitration, but neither party receded from their original position.

On January 17th the plaintiffs, thru Thos. Johnston Co., tendered to the defendant 5,000 bus. mixed corn at 59½c. The defendants refused to accept same and on the same date plaintiffs charged defendants with the difference between the above price and 51½c, the market price on that day, being \$393.75, and the committee is asked to determine their rights in the matter.

Defendants claim that there was no contract. They contend that because the plaintiff's offer read "immediate answer," and their answer was not sent until the following day, there must have been a wire confirmation from the seller to complete the deal. They contend further that their acceptance contains a new provision. This is that they added the word "Baltimore" after the word "blacking" (January delivery) to emphasize the fact that the offer was for January delivery and state that dealers frequently use the word meaning "shipment" instead of "delivery."

We conclude that the plaintiffs were right in their contention that there was a contract made. There is nothing to support the claim that there was a new provision in the acceptance wired by defendants. The code word "blacking" can only be construed to mean "January delivery." That it is sometimes misused should not operate against the plaintiff, particularly as it is not shown that this had been done by them, and it must be presumed that they meant just what they wired.

The wire of the defendants, on Sept. 13th, was an acceptance pure and simple and there was no option left for the defendants. The confirmation of the plaintiffs by mail was in conformity with custom, which, under the circumstances, would have given them the opportunity to decline to book the deal, although they did not do so.

We conclude that the plaintiffs should have closed this deal on Sept. 15th, as it was then clear that defendants were refusing to acknowledge the contract and would not accept the corn when tendered at delivery date. There would be some reason to decide that there could be no conclusion of the deal and basis found for making claim for settlement prior to delivery date when the corn could be tendered and the purchaser afforded the opportunity to accept, but good judgment and a fair construction of the rules of trade dictate that when there is a dispute and either party refuses to acknowledge a trade or conclude one, the market on the date this is finally determined should govern settlement.

We find that there were no sales of January delivery mixed corn reported on Sept. 15th, and that on the 16th sales were reported at 57½c. This being the nearest date on which a sale was reported, we decide that there is due the plaintiff the difference between that price and the contract price, being 17½c per bushel or \$87.50 on the 5,000 bushels, and we award to the

plaintiffs \$93.75, to be paid by the defendants within fifteen days after receipt of notice of the award in the case, together with the costs in the case.

Adolph Gerstenberg,
E. M. Wasmuth,
E. A. Grubbs,

On Arbitration Com'te Grain Dealers National Ass'n.

Changes in Rates

As shown by tariffs recently filed with the Interstate Commerce Commission, the carriers have made the following changes in rates:

Soo will make, effective Aug. 1, rates on wheat, corn, oats, rye and barley from Minnesota to eastern points, in Sup. 4 to GFD-10880.

C., P. & St. L. covered allowance for grain door expense and transfer of grain in GFO-7191-F, effective in Illinois July 6 and interstate Aug. 6.

Great Western in 33-B will make a rate, effective Aug. 10, on grain and grain products from Minneapolis and Omaha to Memphis and gulf ports.

Atchison, in Sup. 15 to 7124-B, has published rates effective Aug. 9 on grain and grain products from Illinois, Iowa and Missouri to stations in Illinois and Iowa.

Burlington will make a rate of 7 cents, effective Aug. 5, on corn, rye, oats and barley from Des Moines to Kansas City, St. Joseph, Atchison and Leavenworth.

Omaha will make a rate of 12½¢, effective Aug. 3, on grain and grain products from Chicago, Waukegan and Peoria to Minneapolis, when originating beyond.

Ill. Cent. will make, effective Aug. 5, rates on grain and grain products from Omaha, Iowa, South Dakota and Minnesota to Evansville, Ind., and Henderson, Ky.

Alton, in 1574-B, has published rates effective Aug. 5 on grain and grain products from Kansas City and stations in Missouri to Cairo, Evansville and southeastern territory.

Frisco will make rates, effective Aug. 10, on grain and grain products from Arkansas, Kansas, Missouri and Oklahoma points to Cairo, Memphis, Thebes, Ill., Mobile and New Orleans.

Ill. Cent. will make, effective Aug. 10, rates on corn, oats, rye, wheat and screenings from Dubuque, Ia., Illinois and Indiana points to Louisville, New Albany and Owensboro, Ky.

C. & N. W., in sup. 46 to ICC 6815, will make effective Aug. 10 rates of grain between stations in Illinois, Michigan, Wisconsin, Iowa and Minnesota and stations in Nebraska, South Dakota and Wyoming.

N. P. gives rates, effective Aug. 1, on flaxseed, flaxseed hulls, flaxseed screenings, flax bran, shives, refuse and millet seed, from Duluth, Superior, Superior West End and Central Avenue, Wis., to Chicago, Milwaukee, Manitowoc, Wis., and Peoria, Ill., 7½¢ (applies only on shipments originating beyond or separated from seed originating beyond).

C., B. & Q. will make, effective Aug. 12, sup. 13 to ICC 9867, quoting rates on grain and grain products from stations in Illinois and on Mississippi River to Buffalo, Pittsburg, and interior seaboard points.

Texas & Pacific will publish, effective Aug. 12, in connection with Missouri Pacific a proportional rate of 14½¢ per 100 lbs. from lower Missouri River points and 15½¢ from upper Missouri River points on all grain to New Orleans for export. This is a reduction of 3 cents on corn and 4 cents on wheat.

C. M. & St. P. gives rates, effective July 31, on wheat, corn, oats, barley and mill-stuff, between Holcomb, Kings, Flag Center, Rochelle, Steward Junction, Scarboro, Roxbury and Welland, Ill., and Fond du Lac, 11½¢; Oshkosh, 12½¢; Tomah, Nece-dah, Grand Rapids, Wausau, Wis., 12½¢; Minocqua, Wis., 15¢; Saukville, Plymouth, Appleton, Wis., 12½¢.

R. I. gives rates, effective Aug. 5, between St. Paul, Minn., and Minnesota Transfer, Minn., and points taking same rates, and Clinton, Okla., on wheat 29c, corn 27c, flaxseed 45½¢, alfalfa feed 27c, hemp seed 48½¢, broom corn 66½¢.

C. B. & Q. gives rates, effective, state July 1, interstate Aug. 1, on wheat, corn and articles taking same rates, between Gerlaw, Ill., and Chicago, wheat 8.5c, corn 8c; between Peoria, Ill., and Gerlaw, Ill., wheat 6.5c, corn 6.5c; between Gerlaw, Ill., and East St. Louis, Alton, East Alton, Ill., St. Louis, Mo., Prospect, Ill., wheat 8.5c, corn 8.5c, between Quincy, Ill., and Gerlaw, Ill., wheat 8c, corn 7.4c.

C., C., C. & St. L. has canceled application of thru rates via Chicago on grain destined to points east of the Buffalo-Pittsburg Line from the following Indiana stations: C. I. & S. R. R. Ade, Dunn, Free, Kentland, Morocco, Sheff, York Switch, C. & E. I. R. R. Barce, Brook, Goodland, Lochiel, Morocco, Oxford, Pine Village, Swanington, Wadena. This action is effective Aug. 1 as to stations on the Chicago, Indiana & Southern R. R. and about Aug. 20 as to stations on the Chicago & Eastern Illinois R. R.

Wabash will make, effective on dates between July 28 and Aug. 6, nine tariffs on grain and grain products; sup. 18 to ICC 1902, applying to shipment between Ill., Mich., and Wis. points; ICC 3038 applying to coarse grains from Des Moines; sup. 3 to ICC 1486 applying on shipments to Michigan points and Toledo from points between Detroit and the Mississippi River; ICC 3067 applying on grain between Illinois Wabash stations, Keokuk and Hannibal to Ohio River points and the southeast; ICC 3062 applying between Chicago and Hannibal, St. Louis and Keokuk.

Big Four will make, effective Aug. 1, ten tariffs on grain and grain products. Sup. 18 to 1361-C will apply from Big Four stations to Wis. Sup. 4 to No. 8320 will apply from Ohio points to the seaboard. Sup. 4 to No. 1433-B will apply from and to Big Four points. Sup. 3 to No. 743-B will apply to southern points. Sup. 2 to No. 833-h will apply on shipments to Buffalo, Pittsburg, and Charleston, W. Va. Sup. 4 to 1430-B will apply to shipments to Alton and St. Louis. Sup. 10 to 1401-A will apply on shipments to Ohio, Kentucky, Pa., and West Va. points. Shipments to Ohio, Michigan, Indiana and Illinois points will be covered by Sup. 20 to 1360-C. Shipments from Illinois and Missouri points to Canada and C. F. A. points will be covered by 1368-F.

Exports of Breadstuffs.

Our exports of breadstuffs during the crop year ending July 1 included 28,667,757 bus. wheat, 10,982,047 bbls. wheat flour, 39,402,218 bus. corn, 2,133,773 bus. oats, 1,458,376 bus. barley and only 3,181 bus. rye; compared with 23,441,354 bus. wheat, 10,095,988 bbls. wheat flour, 58,429,541 bus. corn, 1,982,121 bus. oats, 9,233,956 bus. barley and 302 bus. rye during the corresponding 12 months of 1910-11 as reported by O. P. Austin, chief of the Bureau of Statistics.

Of all cereals, barley has reflected most plainly in the exports the condition of domestic high prices, the movement having been only one-seventh of the preceding year's export of this grain. June exports of barley were 96,767 bus. this year and 101,122 bus. last year. With a crop promise of over 30,000,000 bus. more than last year, and lowered oats prices, a good export movement of barley may be expected.

Wheat exports during June were 147,822 bus. this year, against 603,627 last year, reflecting the poor condition of red winter wheat on the coming crop. The total value of the principal breadstuffs exported during the past crop year was \$110,542,250; against \$111,703,235 during the preceding fiscal year.

Late Corn MEANS Early Driers

Mr. Grain Man:—

If you could see the inquiries pouring in on us for grain driers of all sizes and capacities, you would realize how many owners and operators of elevators have come to the conviction that HESS DRIERS are absolutely essential to the profitable handling of grain.

You have said to yourself, many times, that sooner or later you would buy a drier, and you have put off the evil (?) day from year to year. Then, each season when you get caught, with damp grain, and no time to put in a drier, you wish you had acted sooner, and had been prepared in time. Now, there's still a little time left for you to get in shape, but fall and winter will be here before you can think, and then the opportunity will be past.

The corn is late, everywhere, and a lot of it is sure to be immature. There's a big profit in handling immature, soft corn, if you have a HESS DRIER, and a good chance to lose, if you don't have one.

There will be damp wheat also, somewhere, and beans—plenty of work for driers, and money in it for you.

GET A HESS DRIER. GET IT NOW and be ready in time. We have all sizes, from \$375.00 up, and just now we can handle orders promptly, but later we cannot, probably.

We guarantee our driers absolutely and we please our customers.

S. M. Isbell & Co., of Jackson, Mich., wrote us July 20th.

"Money would not buy our No. '3 Hess Drier, were we unable to get another. We are still running, and have been, continually, since we started operations, January '17th."

We're at your service, with booklets, plans, etc. Ask us about it.

HESS WARMING & VENTILATING CO.
907 Tacoma Bldg., Chicago

P. S.—More HESS U. S. MOISTURE TESTERS are in use than all other makes combined.

PRIZE FOR BEST RULES.

A prize of \$50 will be awarded to the head miller or foreman who can suggest the best set of rules governing the assignment of employees to their proper duties in taking care of everything in their plant that tends to prevent or extinguish fire; and also instructing employees as to their duty in the emergency of fire, by the Millers Mutual Fire Ins. Co. of Texas.

Such rules must have the approval of the owner or manager of the plant, they should be as brief and simple as possible, and should aim at interesting every employee in guarding the property against fire.

Competitors must state that the rules they suggest have been adopted in their plant or that they will be adopted.

The decision as to the prize winner will be left to Mr. B. R. Neal, Mgr. of the Standard-Tilton Milling Co., Dallas, Texas. The competition will be closed August 31st.

In a letter of suggestion to foremen and head millers Sec'y Glen Walker writes:

If you have not in force any particular system of Fire Prevention, save that you personally, when you remember, attend to what seems necessary, are you not carrying a great big responsibility upon your shoulders?

No matter how large or how small your plant is, it's up to you whether a proper system is in effect to prevent or extinguish fire. Ten to twelve million dollars of flour mills and elevators are burned annually. Eighty per cent of this loss, it is proven, is due to avoidable causes. Does not this suggest lack of system and criticisable indifference?

Here are a few suggestions as to drafting a proper set of rules. Why not have a try at winning the \$50.00 prize?

To create interest, emphasize to your men, what we persistently hammer, that when they protect their employer's property, they also protect their own job.

Fires are started by neglect of bearings, friction in elevator heads or boots, uncared for wheat cleaning journals, hot boxes anywhere for any cause. Whose duty is it to systematically guard against such that there be no neglect?

Sparks from railroad engines burn up many hundred thousand dollars of flour mill and elevator property each year; oily rags, refuse and dirt are a constant hazard. Whose duty is it to see that windows are screened, and that there's no accumulation of rubbish anywhere?

Water in barrels dries up, fire pails disappear, hose become disconnected from standpipes, or when used breaks under water pressure, fire extinguishers that should be refilled each six or eight months are not recharged. Whose duty is it to take care of fire preventive appliances, making regular reports as to their condition, to the head miller or to the office?

In case of fire, does every employee know how to quickly extinguish the fire, or give the alarm? Does each know what fire extinguisher apparatus it is his duty to take charge of? Anyone who has ever witnessed

a fire scare will testify to the necessity of having pre-arranged fixed rules of action. Every fire is the same size at its start. Through system and organization, many thousands of dollars can be saved and so the cost of the fire insurance on your property be reduced.

The Tri-State Mutual Fire Ins. Co.

The annual meeting of the Tri-State Mutual Grain Dealers Fire Insurance Co., of Luverne, Minn., was held at the office of the company Tuesday, July 9th, 1912.

The by-laws were amended and the company will now write a five-year policy on elevator buildings with an annual premium payment, instead of a one-year policy, as heretofore.

The contingent reserve fund was increased \$2,500, and 60% of the premium collected during the fiscal year was ordered returned to the policy holders.

Losses for the year were \$6,323.94; interest received, \$1,181.75; cash on hand, \$22,109.73.

The following officers and directors were elected: E. A. Brown, Pres., Luverne, Minn.; V. E. Butler, Vice Pres., Heron Lake, Minn.; B. P. St. John, Treas., Heron Lake, Minn.; W. Z. Sharp, S. D. agent, Sioux Falls, S. D.; H. S. Greig, Estherville, Ia.; A. H. Betts, Mitchell, S. D.; W. J. Shanard, Bridge-water, S. D.

The company was organized in 1902 to insure elevators, warehouses and grain. It has returned an average of 57% of the premiums collected for ten years.

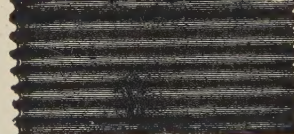
E. H. Moreland was reappointed Secretary by the Board of Directors.

The elvtr. of the Federal Elvtr. Co. was one of the three buildings left standing in the business section of Tintah, Minn., after the fire of July 2, which destroyed \$100,000 worth of property.

LIGHTNING RODS
PURE COPPER CABLE

Approved by the leading Mutual Fire Insurance Companies
Protect your buildings from lightning and reduce your fire risks.

Write for Catalogue and particulars
THE STRUTHERS COMPANY - Peoria, Ill

GALVANIZED CORRUGATED
Steel Siding, Roofing, Fireproof Window Frames, Sashes, &c

SYKES Steel Roofing Company, Chicago, Ill.
Sheet Metal Contractors, Makers of Fireproof Windows
Write them if you are in the market now or if you expect to be in the future. Contracts taken anywhere in the United States.

Salt Water Barrels and Pails for
FIRE PROTECTION
have saved millions of dollars
BUT

they freeze, smell bad, leak, burst, evaporate and need filling often, and pails are carried away.

WHY NOT

get rid of all this trouble.

OUR PROTECTION TANKS

don't freeze, don't smell bad, don't leak, rarely need filling, pails always in place inside. Last for years and cost but little more than barrels. Ask your insurance company. They prefer them.

Made of 22 gage galvanized iron, complete with pails and non-freezing compound.

Two Sizes. Let us quote you prices.

CENTRAL FIRE APPLIANCE CO., PEORIA, ILL.

Organized 1902
Tri-State Mutual
Grain Dealers Fire Ins. Co.

Incorporated. Licensed in South Dakota.

LUVERNE, MINN.

Our members have reduced their insurance cost over 50% in ten years. Statement sent on request.

E. H. MORELAND, Sec.

E. A. BROWN, Pres. V. E. BUTLER, V-Pres.

B. P. ST. JOHN, Treas.

ORGANIZED 1883

The Western Millers'
Mutual Fire
Insurance Company
KANSAS CITY, Mo.

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SAFE INDEMNITY

Flour Mills, Elevators, Warehouses, and contents.

MILL OWNERS MUTUAL
FIRE INSURANCE
COMPANY

DES MOINES, IOWA

The Oldest Millers Mutual
Fire Insurance Company in
America.

Cash Assets over \$300,000

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Reduce Your Fire Insurance

The decrease in rate soon pays for the

Automatic Hot Journal Alarm System

Installed in 75 Terminal Elevators

Western Fire Appliance Works
542 S. Dearborn St., Chicago, Ill.

BEATS THE BARREL!

Do away with the costly, dirty and cumbersome task of maintaining the "Leaky barrel" fire extinguisher.

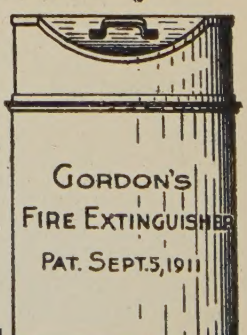
Use a

Gordon's
FIRE EXTINGUISHER

Barrels leak, smell and rot and are a continuous worry and expense to the user.

The first cost of a Gordon Fire Extinguisher is the last cost. Cannot leak, foul, freeze and is always reliable and effective. Write

O. E. Gordon,
Rays Crossing,
Indiana.



Fire Insurance Companies



Our Cost Per \$1,000 Per Month

is so low that you cannot afford to close your elevator at night until you have wired us to protect your grain to its full cash market value.

To be relieved of worry, that is to feel that should you have a fire your money invested would not be lost, is worth more than the low price we ask for protection under our short term mutual grain certificates.

If you haven't our quotation let us know. It costs you nothing, but will save you much.

C. A. McCOTTER, Secretary : Indianapolis, Ind.
J. J. FITZGERALD, N. W. Mgr., Sioux Falls, S. Dak.
McCOTTER & SLOAN, S. W. Mgrs., Kansas City, Mo.

INSURE WITH THE

Michigan Millers Mutual Fire Insurance Co.

of LANSING, MICH.

And get, without extra cost, the benefit of their Scientific Inspections of your plant, embracing

**Common Hazards, Mechanical Hazards,
Electrical Hazards.**

Members of Mutual Fire Prevention Bureau.

ORGANIZED 1878

The Millers' Mutual Fire Insurance Association of Illinois ALTON, ILLINOIS

Insures Elevators, Mills, Grain Warehouses and Contents of same at cost.

Insurance in force - \$15,104,436.83
Cash Surplus - - 353,034.68

GEORGE POSTEL, President G. A. McKINNEY, Secretary

Address all Correspondence to the Company at Alton, Ill.

Build that new elevator—

to reduce not increase insurance cost
BUILD IT RIGHT

Write today for full instructions

After the elevator is completed

INSURE IT RIGHT—in the

MILLERS NATIONAL INSURANCE CO.

LOSSES PAID, \$7,673,329.60 GROSS CASH ASSETS, \$1,703,365.33 NET CASH SURPLUS, \$1,013,587.24

COSTS LESS THAN 50% OF BASIS RATES

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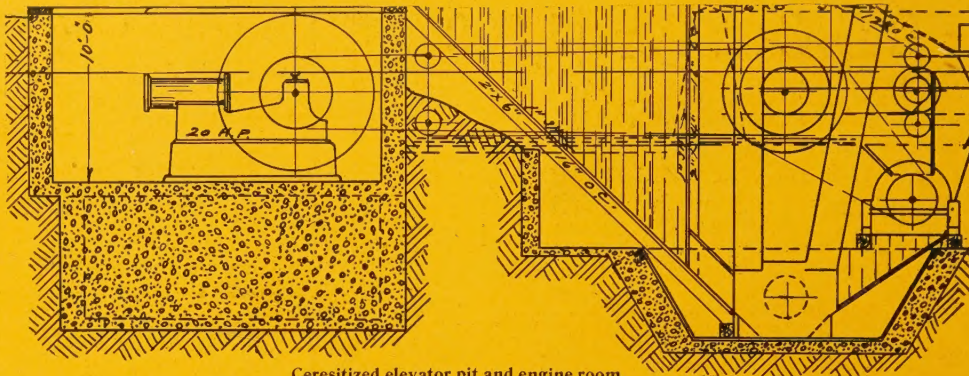
CHICAGO, ILLINOIS

A Ceresit Waterproofed Concrete Scale or Elevator Pit or Basement

is a permanent and absolute protection against damage and loss of money through dampness or water in these places. You non-Ceresit users know of loss of money and damage dampness or water causes in wetting grain—off grades and heated, rusting scale—short weights, failure to operate elevator, on account of water in boot or tank.

Avoid these losses by waterproofing these pits by the "Ceresit" method.

Ceresit is a white, creamy paste, mixed with the water used in tempering the concrete or cement. ¶ Ceresit has been tried and has proven itself absolute, permanent and nominal in cost in water and dampness protection in concrete. ¶ Ceresit increases density of concrete, but does not alter color or lessen strength. ¶ Old pits, floors and walls can be made waterproof by applying a cement mortar coating waterproofed with Ceresit on inside floors or walls. ¶ Ceresit is the best waterproof known. Ceresit fulfills all claims. ¶ Everything explained fully in "How to Make Concrete and Cement Waterproof." Let us send this book today—free.



Ceresitized elevator pit and engine room.

"Ceresit"
Waterproofing

Ceresit Waterproofing Co.
58 W. Adams Street, Chicago

Branches:
1133 Broadway, New York City.
1218 Chestnut St., Philadelphia, Pa.

WELLER-MADE

Car Loaders —ALL STYLES

Weller Flexible Car Loading Spouts have chain connections and open and close as shown. If you want them with link connections we can furnish those too.

We supply all kinds of equipment for cutting down handling costs in elevators and mills. Grain Feeders, Distributors, and Distributing Spouts, Power Shovels, Scoops, Elevator Buckets, Spiral and Belt Conveyors, etc. Write for a copy of our No. 20 catalog which gives complete descriptions.

Weller Mfg. Co.
CHICAGO



Your dust saved "DAY-LY"
Will daily save your "DUST"



Mr. Elevator Or Mill Owner

You cannot afford to be without a dust collecting system. Think of the risk you are taking, loss of life, loss of money and business, for the small cost of the installation of an absolute preventive, the

Day Dust Collector

Superior to all. More and better work. Storm and spark proof. "Day-ly" Efficiency. Let us send you particulars.

The Day Company

1122 Yale Place

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